



THE CHINA PRESS

報陸大



o. 2150 VOL VII.

Registered at the Chinese P. O. for transmission with special marks privileges in China

戊午年九月廿九日

SHANGHAI, SUNDAY, OCTOBER 13, 1918

大正四年九月廿九日

20 CENT

KAISER WILL CALL MEETING TO DECIDE ANSWER TO WILSON

Expected To Call Conference Of All Rulers In Empire

MEET IN FEW DAYS

Will Put Up To Them Issue Of Evacuating Territories

LABOR PARTY ACTS

British Workers Say Germans Must First Leave Allied Soil

(French Wireless)

Lyons direct, October 11.—A message from Amsterdam states that an official communiqué issued in Berlin announces that the Kaiser will probably convene within a few days a conference of all the rulers of the German Confederation in Berlin to decide the reply to be given to the proposals made by the United States with regard to the evacuation of the occupied territories.

(Reuter's Agency War Service)

London, October 9.—At a joint meeting of the Parliamentary Committee of the Trade Union Congress and the National Executive of the Labor Party a resolution was passed expressing the opinion that a further elucidation of the German Peace offer is absolutely necessary before the military effort of the Allies can be checked. As an essential preliminary the Central Powers must withdraw their armies from all the occupied territory and publicly and unequivocally declare their willingness to apply President Wilson's principles honestly and without reservation to every question to be dealt with in the final settlement.

Wilson Won't Draw Out Parleys

Washington, October 9.—It is authoritatively stated that President Wilson does not intend entering into a series of unfruitful diplomatic conversations with Germany.

Kaiser's Hand Forced

Paris, October 10.—It is stated on good authority that Germany consented to join the offer of peace under great pressure from Austria and Turkey, the Kaiser being induced to submit to this humiliation in the hope of preventing his two remaining allies following the example of Bulgaria.

All the evidence points to the fact that terror has taken hold of the German people in the frontier regions, who are shuddering at the advancing specters of invasion.

President Wilson's reply to Germany is hailed with enthusiasm in Allied countries. There is no question of bolting the door to a righteous peace, but Germany must disgorge all the things she has stolen, compensate the victims and be made powerless to repeat the brutal assault on common civilization.

Entire Approval In Paris

The reply has met with entire approval in France. It is not President Wilson's intention to treat with the Kaiser and his fellow criminals and the future of the Hohenzollern dynasty is definitely raised.

In diplomatic circles in London President Wilson's reply is regarded as clever and logical. He has wisely refrained from sending a flat rejection to the proposals and his reply places the German government on the horns of a dilemma.

The press unanimously welcomes the tone and substance of President Wilson's reply and states that the Government is unreservedly congratulating itself concerning it. They emphasize that the waiting world will again see that good faith is the only rule inspiring the whole of the Allies with regard to Germany's next move. Le Temps adds that perhaps the wording of the reply to Germany will exempt Austria-Hungary, to whom President

(Continued on Page 19)

Liberty Loan Sales Go Over A Million, Original Goal Set

Shanghai Alone Adds Subscriptions Of C. \$50,000 On Short Banking Day

The million dollar post was receding rapidly to the rear when Fourth Liberty Loan campaigners put on their coats and called it a day after yesterday's short banking period. The official figure was C. \$1,024,950, being the total for North China, but no returns were received from the outposts during the day and it was Shanghai's C. \$50,750 which sped the grand aggregate beyond the million mark.

It is also to be noted that the total does not include subscriptions amounting to 11,000 and C. \$13,000 reported to have been secured in Chefoo and Tungechow, but not fully confirmed. Then again, several local banking institutions which have been boasting numerous daily subscribers did not make reports at the close of business yesterday noon. Shanghai's subscriptions reached C. \$828,050 nevertheless.

U.S. GOVERNMENT ORDER CURTAILS UNESSENTIALS

Manufacture Of Certain Non-War Articles Reduced By Half

(American Wireless To Reuter)

Washington, October 11.—(Received at French Wireless Station).—The War Labor Board has announced additional curtailment of the manufacture of articles unessential to the war as a part of a general program of conservation of material, labor, fuel and transport. During six months from October 1 the manufacture of electric heating appliances, oil stoves and sewing machines will be curtailed to fifty percent of former production and of watches to 70 percent.

EARLY DISMEMBERMENT IS FACED BY AUSTRIA

Czechs, Jugo-Slavs, Poles And Hungarians Ready To Pull Away

(French Wireless)

Lyons direct, October 11.—A message from Zurich states that the German newspapers speaking of the situation in Austria-Hungary describe it as tragic and oppose it in the following terms: "The Czech population is on the eve of declaring its independence, the Jugo-Slavs are about to take the same course and the Poles also are on the eve of declaring a union of all the territories they inhabit." Furthermore the Hungarians wish to separate from Austria and the German Empire. Thus today complete dismemberment menaces the Austrian Empire."

POPULATION OF BRUGES RISES AGAINST GERMANS

Resists Enemy's Latest Barbarity In Attempting To Carry Out Deportations

(Reuter's Agency War Service)

Amsterdam, October 10.—Les Nouvelles states that the population of Bruges recently revolted against the attempts of the Germans to carry out deportations and the German soldiers killed or wounded many of the inhabitants.

N.Y.K. SHIP TORPEDOED; NEARLY 200 ARE LOST

Hirano Maru, Bound For Far East, Sinks In Seven Minutes

(Reuter's Agency War Service)

London, October 10.—The N. Y. K. steamship Hirano Maru (8,520 tons), outward bound to the Far East, was torpedoed and sunk in seven minutes. Over 200 persons were on board, including ninety-seven passengers, of whom only a few saved. Details and precise figures are not available.

His New Throne

By Goldberg



Courtesy of New York Evening Mail

ATTACK BY BULGARIA ON TURKEY EXPECTED

Porte Is Informed New Sofia Government Will Act With Allies

(Reuter's Agency War Service)

London, October 10.—Unconfirmed reports state that Marshal von Mackensen is at Belgrade with a large force of Austrian and German troops and also that the Porte has been informed that an attack by Bulgaria, in co-operation with the Allies, on Turkey is to be expected.

Paris, October 9.—An official despatch from Eastern headquarters reports:

The Franco-Serbian troops continue with extreme vigor to pursue the beaten Austrian and German troops in southern Serbia.

On the 8th the Serbians entered Kovats, where they took 500 prisoners.

The French are marching on Mitrovica and captured in fighting at Perizovic 100 prisoners and twenty-seven guns, including eleven of heavy caliber.

The Allied forces advancing on Prizrend put detachments of the enemy to flight.

In Albania we continue to advance towards El Basan, driving back the Austrian rearwards.

The Weather

Very cloudy and gloomy today. The maximum temperature yesterday was 76.1 and the minimum 51.8, the figures for the corresponding day last year being 79.9 and 58.8.

Mr. Goraius Njelsen Loses Case Against Shanghai Club

Sir Haviland Glasses Action As Brought In Vanity Or Ill-Temper To Ventilate A Grievance

Characterising the proceedings as being of the sort brought out of vanity or ill-temper to ventilate a grievance, Sir Haviland de Saumarez, in the British Supreme Court yesterday dismissed Mr. Goraius Njelsen's action for reinstatement in the Shanghai Club, with costs against the plaintiff. The text of the judgment follows:

This is one of those unprofitable cases which it is sometimes the misfortune of the Court to have to try. It is the sort of case which arises out of a dispute between two individuals where the one who has got the worst of it, on grounds of vanity or ill-temper, chooses to ventilate his grievance in the public court, not for the purpose of establishing any right or righting any wrong, but, as far as one can see, in order to cause inconvenience or pain to his adversary. I say this with full appreciation of the fact that the expulsion of a member from a club is a very serious matter but the plaintiff in this case has been at pains to impress upon us that he sets no store by being a member of the Club and he seems to be little concerned as to his manner of leaving. I, however, must deal with the contentions which have been put before me, and the law, I think, is very clear, and it is purely its application which can occasion any difficulty.

I may perhaps be pardoned for saying as regards the tribunal itself that I am not a member of the Shanghai Club and have not been so for a good number of years, and also that I have been resident in Shanghai for a considerable time, during which time—I have naturally become acquainted with the feelings of the place, the manner in which people act here and the way in which things are done. I am not going to draw from experience for evidence, but I have lived here as a man of the world and as such I must exercise my judgment in matters which common sense tells me I cannot overlook.

Observation Of Rules Only Issue

The sole matters on which the court requires to be assured in a question of this kind are whether in expelling a member from a club the rules of the Club have been observed, whether anything has been done contrary to natural justice and whether the decision complained of has been come to bona fide. I think that the best course will be dealt as shortly as I can with the facts which have been in evidence and then to examine the application of the rules of the Club and the law, which I have referred to, to them.

The matter opens with the presence of a Capt. Jorgensen—who is a Dane, a master mariner and a member of the Shanghai Licensed Pilot's Association—in the Club on a late date in April last. The Club practice is that the name of any gentleman who is introduced by members is to be written in a book which is kept at the outside of the

(Continued on Page 4)

AMERICA GETTING READY TWO MILLION MORE MEN

General March Says More Than 1,900,000 Are Overseas Now

(American Wireless To Reuter)

Washington, October 11.—(Received at French Wireless Station).—General Peyton C. March, Chief of Staff, in his weekly review of the military situation, said the American troops sent overseas had passed the million nine hundred thousand mark. He said while sending soldiers across the sea, the War Department is preparing another two million men to follow the first two million.

In his summary of the situation on the Western front he said the British capture of Le Cateau placed the Allied forces within fourteen miles of the railway junction of Aulnoye which is a vital strategic point of the enemy line. The Liege-Mauberge railway and the lateral road through Sedan at which the American army is striking on the Meuse meet at Aulnoye. These two points are main arteries of German supplies and troops movements in France.

U.S. MAIL CLOSING TODAY

A mail to go by the Canadian Pacific liner Monteville will close at the United States Post Office at 5 p.m. today. Registered mail for this ship will be closed at 12 o'clock noon.

GERMAN RETREAT EXTENDS; BRITISH TAKE LE CATEAU

Front Yields From Lens Straight Down To St. Quentin

BIG GAINS MADE

Allied Armies Move Up Eight Miles At Some Points

WIN IN CHAMPAGNE

Enemy Forced To Withdraw On 35-Mile Front There

THE BATTLE IN BRIEF

The Allied victory has reached a tremendous scale. The advance is proceeding between three and six miles a day. It extends almost uninterruptedly from Lens down to St. Quentin, over forty miles. The British have already taken Le Cateau, the heart of a whole artery of roads in that part of France. That alone is an advance of six miles. They are also eight miles east of Cambrai already. The German positions at Douai and the whole Laon plateau are now in peril.

In the Champagne the Germans are forced to retreat on a front of 35 miles north of the Suppe and the River Arnes.

In the region of Chemin-des-Dames the enemy has been forced behind the Canal de l'Oise and the Aisne to just south of the famous stronghold.

(French Wireless)

Lyons direct, October 11, 10 p.m.—The French and British successes are increasing every day in the region of Cambrai and St. Quentin. The enemy continues to retreat in haste and the armies under General Horne, General Sir Julian Byng and General Sir Henry Rawlinson, in contrast with General Debeney's army further south, have broken through the Hindenburg Line and are advancing on the whole of this front at an average rate of five to ten kilometers a day. A number of places were liberated yesterday such as Caudry, where a portion of the civil population still remained, and Le Cateau, an important road and railway center.

Besides the importance of the territory conquered, the advance of the Allies is menacing the German positions at Douai and the Laon plateau.

South of Chemin-des-Dames Between the Ailette and the Aisne the army under General Mangin, assisted by some Italian units, has pushed the enemy back beyond the Canal de l'Oise and the Aisne. At the same time French patrols crossed the Aisne in the direction of Oulchy and took Pargnan and Beaurieux, south of Chemin-des-Dames, which were found devastated by the enemy.

In Champagne General Gouraud's army, which has been attacking incessantly since September 26, reached the outskirts of Mont St. Martin and St. Morel, seven kilometers south of Vouziers.

The French troops, having advanced beyond Challerange, are obtaining possession of the pass of Grand Pre and are in contact with the American army operating between the Argonne and the Meuse, which has established its front on the line of Cheveries, Marcy and Bréculles.

Thus we are forcing the enemy to retreat on a large scale and are increasing the size of his retreat every day.

Press On Along Meuse

Lyons direct, October 12, 1 a.m.—The official communiqué issued in Paris yesterday evening at 11 p.m. reports:

On both banks of the Meuse, despite a desperate resistance, the Germans have not succeeded in holding up the advance of the French and American forces.

We have taken the farm of Mollerville, north of the Bois-de-Consenvoye.

Our troops have penetrated the Delle-Port and are in front of the village of Landres St. Georges and of St. Julien.

Between Et. Quentin and Cambrai, the American Army Corps, co-operating with the British armies, has cut its way on a front of ten miles through the defensive system of the enemy and has captured more than 1,500 prisoners since October 5. Yesterday this Corps took the villages of Escourt, St. Benin and St. Souplet.

Of the 5,000 prisoners taken by the 1st American Army since October 5, French units have taken more than 2,250.

Line Of Supply Abandoned

Before the continually renewed attacks of the French the enemy has been forced to abandon on a wide front of sixty kilometers all the positions which he has defended for many days north of the Sappe and the river Arnes. Freed from the enemy's pressure on the heels of the enemy rearguards, and surrounding the resistance of machine-guns placed to hold up their progress, the French infantry have recaptured in the course of the day an advance which attained at certain points a depth of two kilometers, taking prisoners and material.

The French troops have crossed the valley of the Sappe and taken Bantiercourt, Augemancourt, Grand Bazancourt and Isles-sur-Sappe.

Pivot Of Enemy Defense Of Whole Front Smashed

London, October 10, 6:15 p.m.—Responsible quarters regard the British victory on the 8th as by far the most important event in a remarkably fruitful week because, apart from the sanguinary and costly defeat inflicted on the enemy, the latter by that defeat has been compelled to undertake a retirement which will probably soon extend to the whole front between St. Quentin and the Argonne. The pivot of the enemy's system of defense between the Meuse and the sea has been smashed and his rear lines of defense constructed between the Oise and the Argonne have been turned. His main rear line here was constructed two months ago and runs along the river Sene, and the river Sene, thence to the Aisne at Conde and thence eastwards along that river to the Argonne.

It is impossible to say how far reaching the results of the British success will be. Much depends on the weather and the enemy's morale. His position is undoubtedly dangerous. His troops are greatly exhausted and fresh reserves practically used up and he cannot now make good his losses either in men or material. A general retreat in such circumstances may, to put it mildly, entail grave consequences.

The French General Staff regards the part played by the British forces during the past two months as very remarkable. It has expressed its admiration on the series of battles they have won as "models of conception and execution and classic examples of military art."

23 Divisions Beaten

London, October 9.—Field Marshal Sir Douglas Haig reports this evening:

We inflicted a heavy defeat on the enemy yesterday between St. Quentin and Cambrai, taking over 10,000 prisoners and between 100 and 200 guns. No fewer than twenty-three German divisions were engaged on this front and severely handled.

As the result of this action we advanced today on the whole front between the Somme and the Sene, making rapid progress eastward and capturing detachments of the enemy rearguard, isolated batteries and machine-gun posts.

A number of inhabitants who had been left in the captured villages met us with enthusiasm.

The whole of Cambrai is in our possession. Canadian troops of the 1st Army entered Cambrai from the north early in the morning while later English troops of the 3rd Army pushed through the southern portions of the town.

Total Gain Nearly 40 Miles

Since August 21 the British 1st, 3rd and 4th Armies have broken through the whole elaborate series of deep defensive zones built up of successive belts and heavily fortified trench lines, including the entire Hindenburg system, on a front of thirty-five miles from St. Quentin to Arras, having penetrated this battle area to a depth of between thirty and forty miles, we are now operating far beyond and eastward of the Hindenburg defense. During these operations and since the day mentioned we have inflicted very heavy losses on the enemy in killed and wounded and taken over 110,000 prisoners and 1,200 guns. This feat of arms has been performed by British troops who had already withstood the first and heaviest onslaughts of the main forces of the enemy in the Spring. Only the stubborn endurance and determined spirit of these troops permitted them to pass to the offensive with such conspicuous success. By their heroic action in defense and attack our men from all

parts of the Empire have proved themselves to be soldiers of the highest order. Our advance continues. We reached this afternoon the general line Bohain-Buzigny-Caudry-Cauroy.

Aviation.—Our big squadrons were active on the whole front keeping in close touch with our advancing troops. Smoke curtains dropped around the strong points held by the enemy proved of great value.

Our aeroplanes, with bombs and machine-gun fire scattered enemy infantry and transports.

We dropped twenty-one tons of bombs, destroyed ten aeroplanes and drove down two out of control. Seven British machines are missing.

Our night flying machines dropped 23½ tons of bombs on railways and communications, hit and derailed two trains and started several large fires on railway sidings. All our machines returned.

The German official communiqué issued this evening reports:

Between Cambrai and St. Quentin we occupied positions in the rear, thereby giving up Cambrai.

Cavalry At Le Cateau.—London, October 10.—Reuter's agency learns that British cavalry are in the outskirts of Le Cateau.

Field Marshal Sir Douglas Haig reports this morning:

We continued our advance yesterday evening against a gradually increasing resistance and early in the night our advanced detachments had established themselves across the Cambrai-Le Cateau road within two miles of Le Cateau.

Fighting is proceeding southward of the main road, on both sides of Caudry and also eastward of Cambrai, where we made progress.

Between the Scarpe and Lens our patrols pushing forward are in touch with the enemy westward of the general line Vitry-en-Artois, Izet-les-Equerchin and Rouvroy. We are in possession of Sallaumines and Noyelle.

A German official communiqué reports:

In the face of strong infantry attacks in the direction of Le Cateau we retreated fighting step by step towards new positions.

The main thrust of the Franco-American forces on Wednesday between the Aisne and the Meuse was directed against Sommerance and Romagne. Both remained in our hands.

We recaptured Sivry, eastward of the Meuse.

French Chronicle Steady Progress At St. Quentin

Paris, October 9.—The communiqué issued this evening reports:

Furious British and French attacks for several days past north and south of St. Quentin have forced the enemy to a general retreat in that region today. Our First Army pursued the enemy rearguards between the Somme and the Oise, everywhere shattering the local resistance and taking prisoners.

East of the St. Quentin-Le Cateau railway we hold Etaves Wood and Beutreville village.

Farther south we passed Fontenoy, reached Fontaine-Notre-Dame and captured Marcy.

North of the Oise we occupied Medieres-sur-Oise.

Our advance is eight kilometers east of St. Quentin.

We have taken up to the present 2,000 prisoners and also guns and numerous machine-guns.

North of the river Arnes we repulsed violent counter-attacks and approached nearer Cauroy.

Our attacks in the valley of the Aisne had satisfactory results. We captured the plateau and village of Moncheutin, Granchin and Lancois, crossed the Aisne northeast of Moncheutin and captured Sene on the north bank after a stiff fight in which we took 600 prisoners, guns and machine-guns.

Unfavorable weather yesterday restricted our operations in the air. Three enemy machines were felled and two balloons set on fire.

The weather improved during the night and our bombing machines dropped twenty-six tons of bombs on several stations and the railways connecting them.

Pressure North Of Aisne

Paris, October 10.—The official communiqué issued this afternoon reports:

Our pursuit continued during the night east of St. Quentin. We occupied Landricourt Wood and passed Beaulieu and Fontaine-Notre-Dame.

North of the Aisne we vigorously pressed the enemy. East of Ostel we held the plateau of Croixant-St. Eloi. We crossed the Aisne Canal further eastward in the neighborhood of Villers-en-Prayeres.

In Champagne a vigorous attack enabled us to capture Lily, taking some prisoners.

AMERICANS MOVE FORWARD

(American Wireless To Reuter)

New York, October 11.—(Received at French Wireless Station).—

A press despatch says the American troops operating with the British southward of Cambrai have completed the capture of Vaux and Igny and St. Souplet. They are advancing on a thirty-mile front.

Fourteen Enemy Planes Shot Down By Americans

(American Wireless To Reuter)

Washington, October 11.—(Received at French Wireless Station).—

The War Department announced that fourteen enemy airplanes and three enemy balloons were shot down by American aviators operating with the British forces from August 25 to September 8.

(Reuter's Agency War Service)

London, October 9.—A correction issued by the Press Bureau concerning the message of congratulations sent by the Premier to Sir Douglas Haig and the British Armies in France includes the 1st Army and General Horne.

Ludendorff Report Intercepted Here Shows Big Reverse

(French Wireless)

Shanghai, October 12.—The following message, despatched by the Nauen wireless station, was intercepted by the French Wireless Station at Koukaza:

Berlin, October 12, 3 a.m.—On the battlefield east of Cambrai and St. Quentin strong attacks by the enemy against our new position and advanced troops left in the foreground have broken down. The enemy was stopped in the evening about on the line Naves, St. Vaast, on the heights west of Solesmes and Le Cateau, west of the line Saint Souplet, Vaux, Aubigne, Aisonville and on the west bank of the Oise between Origny and La Fere.

Partial attacks by our adversary near Berry-au-Bac on the Aisne, on Sappe, and on Arnes were repulsed.

Between St. Etienne and the Aisne we have taken back our troops into lines on both sides of Grand Pre on the north bank of the Aisne systematically, without being disturbed by the enemy.

On the west bank of the Meuse the enemy strongly attacked anew. On the eastern bank of the Meuse the Americans attacked during the day with strong forces between Sivry and Beaumont Wood, Brandenburgers, Saxons, Rheinische and Austro-Hungarian regiments beat back in hard fighting all the attacks of the enemy. Austro-Hungarian Infantry Regiment No. 5 under its commander, Lieutenant Colonel Worlika, distinguished itself especially in this.

Air Victories Claimed

In the month of September there were on the West front 773 enemy aeroplanes destroyed of which 125 were by anti-aircraft cannon and 95 by balloons. Of these there are 450 aeroplanes in our possession. Notwithstanding the great superiority in numbers of our adversary, we have only lost in battle 107 aeroplanes.

Successful fighting in the air enabled the energetic participation of our aviators in fighting on the ground.

By reconnoitering by day and night, by bomb attacks against military important places in enemy territory and by attacks on the battlefield with machine-guns and mine-throwers, they have supported effectively everywhere our infantry and artillery.

Notwithstanding the stubborn attacks by the enemy upon our captive balloons, of which we lost 102, our adversary could not hinder our observers from carrying out their activities successfully.

In the southeastern and southern theaters of war newly arrived troops are standing in the district south of Nisch in fighting touch with the Serbians and the French.

(Signed) Ludendorff.

DESTRUCTION IN CAMBRAI

(Reuter's Agency War Service)

Paris, October 10.—The British were surprised to find Cambrai in comparatively good condition but from ten yesterday morning there was a series of explosions near the Cathedral owing to the blowing up of German mines. Fires broke out simultaneously and soon the streets near the Cathedral, Belfry and Place d'Armes formed an enormous brazier. The Cathedral itself was damaged but not by fire. Fanned by the wind the conflagration soon reached other parts of the town. The explosions are continuing.

Japanese-American Treaty Is Ratified

Extends P c For Arbitrating Questions Between Two Nations For Five Years More

(American Wireless To Reuter)

Washington, October 11.—The Senate has ratified the convention between the United States and Japan extending the general arbitration treaty for five years and the United States-Drugsy commerce and travelers' treaty.

GERMANS STRENGTHEN FORTS AROUND ANTWERP

Also Entrenching New Defense Positions With Basis At Brussels And Antwerp

(Reuter's Agency War Service)

Amsterdam, October 10.—It is regularly reported that the fortifications around Antwerp are being enormously strengthened and the Germans are feverishly entrenching two sides of a triangle with its apex at Termonde and its bases at Antwerp and Brussels.

Turkish Prisoners Now Up To 75,000

Only 17,000 Of Three Armies Escape Capture By Allies

(Reuter's Agency War Service)

London, October 10.—An official despatch from Palestine reports that French and British warships entered the port of Beyrout on the 6th and found the town had been evacuated.

British and Indian infantry occupied the place on the 8th and were received with enthusiasm.

Our prisoners now total 75,000. Not more than 17,000 of the 4th, 7th and 8th Turkish armies escaped, of whom 4,000 were effective.

HONGKONG INSURES CONSCRIPTED MEN

£2,000 For Man With European Wife, If Killed In Action

(Reuter's Pacific Service)

Hongkong, October 12.—The following arrangements are gazetted with reference to the insurance of men enrolled in the Hongkong General Military Service force.

Men married and having a wife of pure European descent, £2,000 against death.

Men having a wife not of pure European descent, £1,000 against death.

The insurance money cannot be bequeathed.

Unmarried men are insured for £1,000 against death, the amount being bequeathable.

A gratuity is provided in case of disablement based on the decree of disablement.

Mrs. Wellington Koo Dead In Washington

Was Wife Of Chinese Minister And Daughter Of Tang Shao-yi

(American Wireless To Reuter)

Washington, October 11.—(Received at French Wireless Station).—Mrs. Wellington Koo, wife of the Chinese Minister to the United States, died today of pneumonia after an illness of six weeks.

Mrs. Y. K. Wellington Koo was a daughter of Mr. Tang Shao-yi, the former Premier. She was married to the Chinese Minister at Shanghai in 1912. Early this year, Mrs. Koo came back to this country on account of the death of her father-in-law. After a short sojourn, she joined her husband in the United States. Though she was generally weak in health, the news of her death was a shock to her many friends in Shanghai yesterday.

GROVER ARRESTED AGAIN; HELD FOR INVESTIGATION

Former Shanghai Man, Released By British Court On Probation, Faces More Charges

(Reuter's Agency War Service)

H. J. R. Grover, convicted of embezzlement in the British Supreme Court and released on probation on condition that he would go to Vladivostok for war work, has again been arrested and is held by British authorities here.

Grover went to Vladivostok with the American Red Cross and was later discharged. He then secured a position with the British Government in the motor transport division of the army and was sent to Japan to purchase automobiles for British officers. He arrived here Friday.

Irregularities are alleged in his accounts and he is held in the British jail pending investigation by British army officers and the American Red Cross. The local chapter has been in cable communication with Red Cross authorities in Vladivostok.

American Ambassador Describes Devastation By Germans In France

(Reuter's Agency War Service)

Washington, October 9.—A despatch from the American Ambassador in Paris has been published here. It dwells on the devastation wrought by the Germans and the poisoning of wells in the ruined districts of France, which he has visited.

Holland Suspends Leave For Soldiers

Military Developments In Belgium Necessitate Action, Premier Announces

(Reuter's Agency War Service)

The Hague, October 10.—In the second Chamber today the Premier announced that in view of the military developments in Belgium, the leave of soldiers in the province of Zeeland has been suspended and similar measures would be taken in other Dutch provinces if necessary.

BERLIN MAKES AMENDS FOR OFFENSE TO SWISS

To Punish Airman Who Burned Balloon And To Pay Compensation

(Reuter's Agency War Service)

Berne, October 10.—Germany has promised to punish the airman who burned a Swiss balloon and to pay compensation.

SPAIN'S CABINET LOSES ONLY ONE MINISTER

Whole Government To Remain In Office Except Senior Alba

(Reuter's Agency War Service)

Madrid, October 10.—It is officially announced that all the members of the Cabinet remain in office except Senior Alba, the Minister of Public Instruction, whom Count Romanones succeeds. The Premier, Senior Maura, also becomes Minister of Justice.

The Hour Is Grave, Kaiser Tells People

We Are Fighting To Protect The Fatherland, He Says In New Tone

(Reuter's Agency War Service)

Amsterdam, October 10.—The Kaiser has sent a message to the German Industrial Associations which reads:

"The hour is grave. We are fighting to protect the Fatherland. The will to defend must bind all of separate views."

Cousin Of Kaiser Is King Of Finland

Election Held In Landtag But Republicans Refuse To Vote

(Reuter's Agency War Service)

Stockholm, October 10.—The Finnish Landtag has elected Prince Friedrich Karl, a second cousin of the Kaiser, as King of Finland. The Republicans did not vote.

Cholera Increasing Steadily In Berlin

Seventeen Cases In One Week, Fifteen Resulting Fatally

(French Wireless)

Lyons direct, October 11.—A message from Basel states that cholera is increasing slowly but regularly in Berlin despite the measures taken by using prophylactics. On October 8, seventeen cases were officially announced, of which fifteen were mortal. A new center of the disease has been discovered in Marienwerker, near Berlin, among the bootmen.

MONEY
naturally
grows when
you save
consistently

The amount isn't so important as the habit.

You can't do a thing now and then and do it well. Learn to save consistently. Make it a habit.

What good is an opportunity to you if you haven't the wherewithal to grasp it?

To get ahead you simply must save. Don't build your future upon the quicksand of extravagance. Get on a solid footing first.

Open a savings account. Know how to save money as well as to make money

TO-DAY — NOW — BEGIN

Let us help you

The American-Oriental Banking Corporation
15 NANKING ROAD, 'SHANGHAI

LANE, CRAWFORD & CO., LTD.

FURNISHING DEPARTMENT

New Season's

WINTER CURTAINS

in
Chenille, Velour and Damask
also

AXMINSTER CARPETS

"Standard Quality"

LATEST SHADES AND DESIGNS

Telephone for Patterns

"CENTRAL 960"

LANE, CRAWFORD & CO., LTD.

G. W. W. SPECIALTIES



Over and onward they go—
far in the lead!

GOODYEAR TIRE PERFORMANCES

led cars into FIRST, SECOND, THIRD, FOURTH and FIFTH places in all the main racing events in America this year. Besides this, sixty well-known car manufacturers in America specify GOODYEAR as regular tire equipment on their products.

And TODAY more motorists in Shanghai use GOODYEAR TIRES than ever before.

WHY? Because the exclusive features of GOODYEAR TIRES, with the ALL-WEATHER TREAD, give longer service and greater mileage. Their extreme RESILIENCY and DURABILITY make them DEPENDABLE and ECONOMICAL.

Let Your Next Be A **GOODYEAR**

Obtainable at all motor houses or by Telephoning Central 608



CONGOLEUM RUGS.

IDEAL FOR THE LIVING ROOM.

Congoleum Rugs have aided in solving what was a perplexing problem to many house wives—How to make the living room cheerful at moderate cost.

Congoleum Rugs are made by a new and wonderful process.

They do not fade in the sun, lie flat without fastening and never "Kick up."

THEY ARE WATERPROOF.

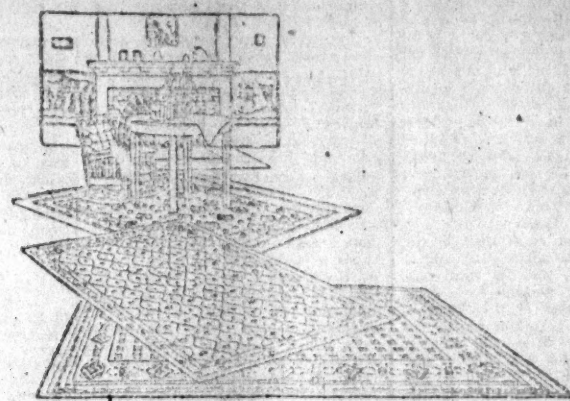
CONGOLEUM BY THE YARD

Here is the floor covering that combines low price with real beauty and durability as compared with printed Linoleum, which it resembles. Congoleum is more durable and more attractive, yet the price is less. The large variety of designs including Tile, Matting, Floral and Conventional Patterns makes it suitable for every room.

CONGOLEUM RUG BORDERS cannot be told from Polished Quartered Oak when laid to a Rug.

All patterns now on view at
YOUR DEALERS

CONGOLEUM BY THE YARD



CONGOLEUM ART-RUGS

WHAT ABOUT YOUR FLOOR?

One look at the display of Congoleum Art Rugs will solve your floor covering problems. You will admire the dainty design and pretty colouring.

Then the wide range of patterns will please you. These Rugs are Washable, Waterproof, Sanitary. Call at Your Dealer.

Ingersoll Radiolites

TELL TIME IN THE DARK

The hands and figures of Ingersoll Radiolites are thickly layered with a new substance containing Genuine Radium. This substance glows brightly in the dark and lasts for ten years or more. Outdoors at night, or in the bedroom the Ingersoll Radiolite is a great convenience. Just doubly as useful as a Watch that shows time only in the daylight.

Five models to select from including a wrist Radiolite and one in a white case to stand on the Bureau.

See Them At Your Dealer



Midget
Radiolite



Waterbury
Radiolite

Leading Importers of

METALS Nails, Tinplates, Bars, Angles, Sheets, Plates, Zinc Sheets, etc.
INDUSTRIAL Caustic Soda, Chlorate of Potash, Acids, Dyes, Tanning Materials, Rosin, etc.
CHEMICALS

Gaston, Williams & Wigmore

FAR EASTERN DIVISION, INC.

IMPORTERS — ENGINEERS — EXPORTERS

4 The Bund

'Phone, Central 608

Shanghai.

Railway & Steamship Supplies
Electrical Equipment & Power Plants
Textile Machinery
Building Materials
Woodworking Machinery
Chemical Plants Sundry Lines

Mr. Gordius Nielsen Loses Case Against Shanghai Club

(By the Editor.)

Club and a prominent notice as to the rule—as to the practice if the word rule is objected to—is hung up over the book; no one going up the steps could fail to see it. On this occasion Capt. Jorgensen was invited by Mr. Nielsen to meet him there. Mr. Nielsen was late and this gentleman hung about waiting for him and spoke to certain other members of the Club and finally joined Mr. Nielsen and went away. He was in the Club a few minutes. Mr. Nielsen forgot to enter his name in the book, and there the matter ended for the time. It was, however, reported by a member of the committee to the secretary that Capt. Jorgensen, who had apparently been in the Club once or twice recently, had been there and that his name had not been entered. Thereupon a letter was written to Capt. Jorgensen. As there has been a good deal said about the tone of this letter, I will say at once that I can see no great harm in it, but at the same time I think by a word that was used, I think by more than one witness, that they looked upon it purely as a business matter. Now, a club is not a business institution, it is a place where gentlemen meet. It is, I believe, a social club and where people who come within their doors especially if they have come on the invitation of a member expect to be treated in a friendly way, and not as if all these things were purely matters of business.

Might Have Been More Courteous

Now the letter written to a gentleman outside, by a body of gentlemen, because that is what it comes to, asking him to give them information might have been somewhat more courteously worded. It is abrupt but beyond that I can see very little harm in it and I am bound to say if I got a letter of that kind I should either not have answered it at all, because I thought I ought not to be addressed in that way, or else I should have answered in a matter-of-fact way the questions which were asked me. And there the matter might have ended. However that was not Capt. Jorgensen's view and he communicated with Mr. Nielsen. Capt. Jorgensen, we must remember is not one of our own nationality and it is quite possible that he was more pained than we should have been by getting a letter of this kind. I don't want to say much about him because I think from his attitude in court that he was sorry that matters had gone so far and he had committed himself to one or two rather warm statements in letter which he wrote. The plaintiff took the matter up rather warmly; he wrote a letter which reached the committee. This letter was addressed to Capt. Jorgensen and it that letter there are certainly on two expressions which one would not have expected to have been communicated to a club of this sort. I will say no more except that from the very first he showed a strong inclination to criticize the Club and not in unmeasured terms. Then the matter apparently resolved itself into certain communications between plaintiff and Mr. Simms, the chairman of the Club. In the first of these letters, which was written on the first of May, it was quite a proper letter as far as it goes until you come to the end and there he says what is in contradiction with the attitude that have said he had adopted of strong criticism of the Club.

"Personally I feel thoroughly ashamed to belong to a Club from which such a stupid letter can be sent to an outsider." No more was said. Nothing was written to Capt. Jorgensen, and then the plaintiff who had gone up country, wrote the letter of May 13 which was the letter complained of and which has been read so often that I do not propose to read the whole of it. But I wish to refer to two paragraphs only. The first one signifies the Club and their letter in this way "The Shanghai Club has not yet sent you an apology for the clumsy and not a little insulting letter which that institution of shopkeepers, niggers and Bagdad camel drivers had the gross tactlessness to address you on the 1st May." He then, later on says: "I have shown our correspondence to a great many people who unanimously declared that the facts as stated prove once more that there are some people in this world one may consider one self fortunate in having nothing to do with socially. That you need not meet these people in the hideous railway waiting room called the Shanghai Club is at least a consolation which somewhat takes the edge off the gratuitous insult they have been good enough to tender you."

Had Him To Keep Letter

Now, if that letter had been put into the wastepaper basket, which is the proper place for it, no more would have happened, but unfortunately, whether that course was open or commended itself to Capt. Jorgensen or not, the opportunity of taking such a sensible act was taken away from him by the plaintiff, because he adds a postscript "Please keep this letter because I intend to send the committee of the Club a copy of it, so that there shall be no doubt in anybody's mind as to how the guilty party is being looked upon by dozens of people including several refined Britons."

Then nothing more appears to have happened until May 21. I may perhaps add that there is in that letter, so far as I can read it, manifestly a courteous desire to smooth the matter over with regard to Capt. Jorgensen. Then on May 27 plaintiff came back to Shanghai and carried out his threat of sending the letter which is complained of to the committee. I say that advisedly. The plaintiff denies that

he did so. He says he sent it as a private letter to Mr. Simms. It is no good his saying that, because whatever may be his intention, the fact is that he did not do so. He sent a letter to Mr. Simms, who he knew to be the chairman of the Club, whom he did not know more than very slightly personally, and he included in that letter a postscript which announces his intention of sending a copy to the committee of the Club. No sensible man could possibly think on receiving a letter of this kind that it was not sent on in the way in which it was purported to be sent on, namely as a copy for the benefit of the committee of the Club. So that whatever the plaintiff may say about his intentions and as on it seems to me to be beside the mark, because it is simply a fact that he did something which he denies that he did so.

Letter Grossly Offensive

Now comment on that letter I think by me is needless. It is grossly offensive and it is directed against the whole body of the members of the Club who had admitted him to their fellowship. It was communicated first of all to an outsider. It was indicated to him in the way I have described, and I don't see the committee could do otherwise than take notice of it. This they did by calling a meeting which was held on June 4 and where the whole matter was discussed. Now the tenor of that meeting has been criticized and such criticism is based on the minutes. The minutes are not very businesslike—I think perhaps that is the best word to use with regard to that. They do not state in a clear, succinct manner what the resolutions were, but it is perfectly clear that what happened there was this: a letter was laid before the committee, that the committee considered it and came to the conclusion that the only rule under which they could act was rule 42 under which an extraordinary general meeting of members would be convened for the purpose of considering whether the plaintiff merited expulsion, and if they thought he did they would expel him. The matter as I say was clearly and carefully considered. It was important that that should be taken note of because it is the duty of the committee to make up their minds. As a matter of fact the letter speaks for itself and I do not see how the committee could come to any other conclusion in default of some explanation which was not before them at the time and the explanation had to be one which personally, could not conceive of. I don't know how you can explain a letter of that kind. Apparently that was the opinion of the committee because they recommended that it appear in the minutes—that it would be quite useless to deal with this matter otherwise than by an apology. That is the only possible remedy which occurred to them, and I can see that would probably be the case. They say that it would be advisable that Nielsen be notified that such a meeting was to be called and an opportunity given to him if he so desired of stating his case to the committee. The minutes go on, and may as well just deal with them here: "In view of the publicity which Mr. Nielsen appears to have given the correspondence, the majority of the members present are of opinion that an apology from Mr. Nielsen will not meet the case." Now that certainly is ambiguous and as far as the word "publicity" goes, seems to me to a certain extent accurate. What we are told by members who are present is that they considered that the affront was an affront to the whole Club and that it was for the whole Club to decide what action should be taken. That an apology to the committee could not be sufficient, because the committee was not the body insulted; but the members were, and that the apology would have had their consideration and it would have been duly placed before the general meeting when it met. With that action, I must say, I am in sympathy. It seems to me a very reasonable way to have dealt with the matter. Whether the general meeting is the place to deal with a matter of that kind or not is, I think, not for me to say. There is the difficult position of course that they are the party aggrieved and that they are the judges of the matter. Those, however, are the rules of the Club, and I have only got to say, whether, in carrying out the rules of the Club, the general meeting acted as it should have done, viz., that it acted in good faith, and that it did nothing contrary to natural justice.

Nielsen Notified of Meeting
Now the result of this meeting was communicated to the plaintiff in a letter of the secretary of the same date. The letter refers to the correspondence which had passed between the chairman of the Club and the plaintiff, and the copy of correspondence with Capt. S. P. Jorgensen forwarded for the information of the committee. It then goes on, "I am instructed to inform you that at a meeting held today the committee decided that your conduct and language render it necessary to call a general meeting of members under Article 42 of the Club's Articles of Association, but they desire to give you the opportunity, if you so wish, of stating your case to them." That carries out substantially the resolutions of the committee. Now it has been said that this is no notice. I think that that is a notice that the committee had considered the correspondence, which was perfectly well-known to the plaintiff, and that on that consideration they had come to the conclusion that the conduct and language of the plaintiff, as revealed by the correspondence, made it necessary for them to call a general meeting under Article 42. Now, I do not think the plaintiff even suggested that he did not know what that meant. If he had suggested it I should have

but by his suggestion as mere empty words. But I am satisfied, and that is all that matters, that he knew that a motion was to be made for his expulsion in consequence of what was contained in the correspondence. He then answers on June 6 and goes into a long argument to show that what is really in issue is the fact that he is called to meet the Club and nothing else. He denies that his own letters, which as I say have in fact been sent to the committee, are in any way relevant to the matter under discussion. I only think it necessary to mention that that practically is the whole of his answer and the advice which he had adopted and continued in ever since. That I think is the whole story so far as we need consider it.

Club Meeting Taken Up

Then we come to the meeting itself. With regard to that the first complaint is that there was no notice. I am not dealing with the technical question of the notice to the members, but that there was no notice to the plaintiff himself. I have already expressed my opinion as to his notice contained in the letter of June 4, but clearly the plaintiff was entitled to full notice—certainly to as full notice of this meeting as any of the other members. The notice is sent to him in the usual course, which is described in this way: that the letters are made up and are sent either to the long address of the member or, in the case of those who give the address of the Shanghai Club, to the hall porter. The hall porter then in the usual course places them in the rack under the initial of the member for whom the notice is addressed. This is a rack which is used for ordinary correspondence in the Club. Now that, as it seems to me, is a perfectly good way of sending a notice. It has not been suggested that any other is a better way, providing the notice reaches the hand of the person for whom it is meant.

Now there has been considerable discrepancy in the evidence as to this and the story as told by the plaintiff is that he never got the notice and that, he assumed, as he would be sure to do, that it had never been sent to him. The secretary of the Club is quite clear that a notice was sent and if it had been an oversight it would have been a very extraordinary one, but the secretary is sure because the head shroff asked whether Mr. Nielsen was to get a notice and he replied "certainly." The shroff speaks evidently quite good English and I have no doubt whatever that the letter was handed to the hall porter and put into the rack in the ordinary course.

Did He Get Notice?

The plaintiff says that he was in the Club between the 8th and the 12th. It was clear, however, from the evidence that he was there on the 12th and I am quite prepared to take that as an oversight on the part of the plaintiff. On the 12th he paid his Club bill which had been put into the rack in exactly the same way it seems to me some of what mysterious that that letter (the notice) did not reach him. The Club, in my opinion, did its duty and if in

consequence of the address which the plaintiff had given that letter did not reach him I do not see how the Club can be blamed. The way I look at it is this:

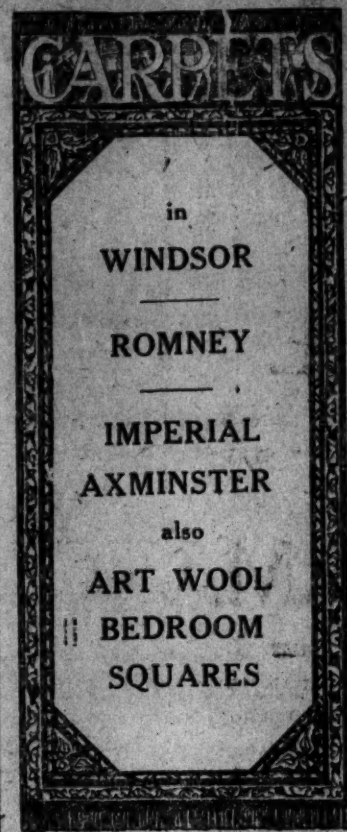
Assuming that the plaintiff did not get notice until the Saturday—2½ days before the meeting was held. He knew exactly what was to come on at that meeting and though he raised the question at the meeting the members undoubtedly considered what they knew they had come together to consider. Now if in consequence of his not having received this notice he was prejudiced in his defense, I think that it would have been the duty of the meeting to have given him further time. When I come to consider the meeting itself I shall deal with that point. But I think that where there has been a mistake of which no one is guilty, where no irregularity has been committed which would vitiate the proceedings, what we have to do is to go into the matter carefully and with what common sense is allotted to us and see whether there was any prejudice wrought by this mistake, if mistake indeed it was. The meeting was held and a very full minute of the meeting was taken. The chairman opened the meeting and stated, I think perfectly fairly, what had taken place before the committee and the result of the committee's decision on what was before them. He then used at the end of his speech this sentence which has been criticized: "I will ask you gentlemen to support your committee in their effort to maintain this place as a Club in its strict sense." I will now put the resolution. That all appears in one paragraph. It seems to me that was a sort of statement of the reason for putting the resolution which was "That Mr. Gordius Nielsen be and he hereby is expelled from the Club." It was a little unfortunate that it was put in such a way as to look as though I was a question between the committee and a member because, as has been pointed out and as we know, the committee of a Club is as a rule supported by its members and I think that that is only a reasonable and proper support for them to look for on ordinary occasions. In this matter, however, the committee were not quite in that position. The question was one in which the members were acting as a judicial body and it was for them to determine whether or not the plaintiff merited expulsion. If I thought that those words were such as did modify the action of members I should have to take some notice of them, more than I intend to do. I do not think that that is the case, and I think that that is shown by what happened later on.

The motion was then seconded by Mr. Bain, who is the vice-chairman of the Club, and he pointed out that the committee thought Rule 42 had been broken and that there was no other procedure open to them but one of expulsion. The word "procedure" is properly employed because the procedure is to bring the matter before the members for them to consider whether expulsion should be the punishment inflicted or not. I can find no fault with the words Mr. Bain uttered and I think what I have already said as to what took place in the committee

(Continued On Page 6)

WEEKS & CO., LTD.

For CARPETS & RUGS



Plain Carpet Felts:

Crimson, Green, Brown:
48 ft. wide \$4.00 per yd.

Axminster and Mohair
Rugs in usual sizes.

Estimates given and samples
sent upon request

CARPET DEPT. - Tel. Central 296

New Plain Solid Color "WINDSOR"

Carpet, by the yard, with lines border to match. Colors: Red, Blue, Green, Brown, Champagne.
Samples and prices upon application.

"ROMNEY" Seamless Axminster Squares

Sizes from 3 by 3½ yds. to 4 by 5 yds., in plain colors or figured designs.

Art Wool Bedroom Carpet Squares.

A large selection of these inexpensive carpets from \$36.00 to \$98.00 each.

2½ ft. and 36 ft. Imperial Windsor Axminster

STAIR CARPET

in Turkey and Persian designs.

Best quality

"WILTON" Seamed Squares

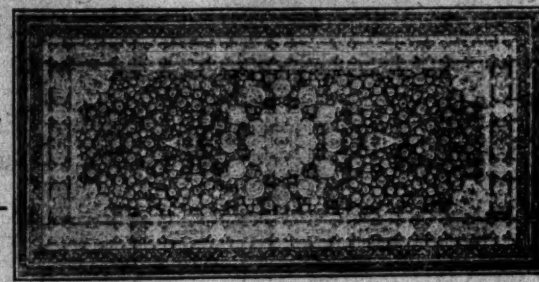
the strongest and best wearing carpet.

Mottled Centre Velvet Stair Carpet

Suitable for hotels, offices, etc.

"HORSE HAIR" Stair Carpeting

37" 86" wide.



FALL FOOTWEAR

EXCLUSIVE STYLES FOR MEN and WOMEN



If you want individuality in your fall footwear, just visit our store and see our new fall styles of "WALK-OVERS" displayed in the window. You can find the latest styles in footwear in our store first. No part of your dress is more important than your footwear. Consider your feet and choose WALK-OVERS. Come in and get fitted by our foot specialists.

You can rest assured that they will be well cared for.



PHOENIX, ONYX and McCALLUM
SILK HOSIERY

Prompt service
by mail

WALK-OVER SHOE STORE

"The Store Ahead"

17 NANKING ROAD

Send for our
catalogue

A Promise Fulfilled

PROMISE

In January, 1917, the first HARROUN Motor Car began its circuit of the national automobile shows. At New York, Detroit, Chicago, and all along the line, this car was the centre of expert interest. Engineers admired the many original details of design. The public was impressed with its handsome, flowing lines and comfortable appointments. Distributors competed for HARROUN Sales Contracts. That was the period of HARROUN promise.

PERFORMANCE

Now, in place of HARROUN promise we have HARROUN performance. A year ago, the first HARROUN motor amazed motordom by scoring a maximum of more than 43 horse-power. On the streets of the Cities, through the mud and over the rough roads of rural districts, over the tops of the Rockies and the Sierras, this buoyant excess of HARROUN power is being demonstrated every day, enabling HARROUN cars to glide swiftly into their speed; to dart out of traffic ahead of their rivals; to climb grades and negotiate hard pulling in a way that has excited the envy of all observers.

The HARROUN car is equipped with a spring suspension making an entirely new use of the cantilever principle, and there exists not a single case of a broken HARROUN rear spring. The car that wastes gasoline is a car of the past. Expense, personal satisfaction, patriotism—all these demand a car that will yield a maximum of miles to the gallon of fuel and oil. The HARROUN has solved this problem. A HARROUN has covered publicly 49.6 miles on a gallon of gasoline: on streets and roads even more sensational feats have been registered—one of these was an authentic run of 64.4 miles on a gallon of fuel.

HARROUN cars are built in a mammoth and ideally equipped factory at Wayne, Mich.

HARROUN MOTOR CARS

We have pleasure in announcing the arrival of the first shipment of these beautiful cars and in inviting our friends (in other words, the motoring public) to drop in and see for themselves that

PROMISE IS GOOD BUT PERFORMANCE IS BETTER

Owing to the Embargo

We may not be able to secure further shipments for some time. Therefore, if you are in want of a distinguished-looking, luxurious but yet economical car at a moderate price, you will do well to make your selection at once.

Demonstration on request

SERVICE STATION
23
Medhurst Road
Telephone West 1211

H. S. HONIGSBERG & Co., INC.

Telephone: West 1234

GARAGE
40-42
Bubbling Well Road

Mr. Gordius Nielsen Loses Case Against Shanghai Club

(Continued from Page 4)

meeting disposed of any other criticism of what he said.

Question Of Interruptions

Now I will refer to the attitude of the meeting, which I think shows that the members were not influenced by these words of the chairman. The plaintiff addressed a very long speech. I will come to his contents later on. But there was, so far as I can gather from the minutes, no interruption for a considerable time and then he was called to order by the chairman and he was asked to keep to the point. It was not until he refused to keep to the point that the meeting was the point, which was that in should explain this offensive letter, that there were any interruptions and even then we find this attitude on the part of the meeting. There are several members mentioned. Mr. Emmett said, "Mr. Chairman, I appeal to you to call upon Mr. Nielsen to explain his own conduct," which showed a proper appreciation of what he was there for. Then when members became more and more impatient on this point which Mr. Emmett thought, and which I think, was before the meeting there was considerable irritation shown and three or four other members—Mr. Ezra, Mr. Macray and I think Mr. Emmett again—at all events three or four members, and the chairman, appealed to the meeting to hear Mr. Nielsen if he would only address himself to the matter which was before them. Mr. Hush was another member who spoke. He said, "I think, Mr. Chairman, that as long as Mr. Nielsen sticks to the point, we ought to give him a hearing," and I think that that was the attitude of the meeting.

After one considerable interruption and it was the one on which Mr. Macray and Mr. Ezra intervened, asking consideration for Mr. Nielsen, the latter proceeded for a considerable time without any other interruption, which shows that the members were willing to hear him if he would only speak to what they were called there to consider. That, I think, is a summary of the attitude of the meeting. The attitude of Mr. Nielsen at the meeting, however, is somewhat different. He begins at once by a foolish observation which appears on the minutes. "Before the meeting was called to order he said this meeting was called for 5:30, it is now 5:40 and I have very little time to spare." He also attacked bringing with him a box marked "dynamite." He referred to "it" and throughout his tone was one of, I might almost say frivolity, in dealing with the main question which

was before the meeting. He refused to come to the point and his made use of his time to deal with these questions.

Plaintiff Himself Biased Club

I have gone carefully through the plaintiff's speech, firstly he dealt with the inadequacy of the notice with which I have already dealt; secondly the question of bias, with which I have dealt as shown at the meeting and he based his contention on what he had heard as reported to him as having been said by members in the Club—members, apparently whom he had heard of, spreading rather strongly, that is to say, if they had said what Mr. Nielsen says they said. It is only hearsay evidence as regards himself, and as to whether it was accurately reported or not I do not know, but I do know this, that so far as I can see from the minutes that bias was not shown until Mr. Nielsen had thoroughly aroused the opposition of the meeting.

Then his next point was that the conduct of the committee was what was under inquiry and his own conduct and the letter which contained the words which were complained of had nothing to do with the case, because it was a private letter and that the meeting should not in any way consider it. He made a somewhat foolish suggestion that this letter might have been a forgery and that this was his main contention appears because at the bottom of page 17 he says "I contend that in that letter there is an alleged document and if you are it I shall take proceedings against you and all of you (pointing to the committee)."

Didn't Intend To Meet Charge

And that was his attitude. On this the plaintiff having refused to consider the offending words or to say anything about them, the vote was put, and he was expelled by a much larger majority than was necessary for the purpose. I say that he had no intention of coming to this point and I think it is pretty manifest from the words of the minutes themselves, but I felt that that was perhaps the most important thing that I had before me. It was difficult to get an answer from Mr. Nielsen in consequence of his deafness, but I did my best to ascertain from him at the trial whether there was any other point which he intended to submit to the meeting. If he had told me he had intended to go on and, if the meeting had ruled that that letter was in order, that he would have apologized for it and so on, then I might have thought differently, but I do not think that he ever intended to meet the charge. I am of opinion therefore that this meeting was properly conducted, that it was not biased, that it acted in good

faith, and that there was no injustice inherent in its way of acting.

I will just repeat that a general meeting of this kind is a tribunal which is obviously open to criticism. I am not criticising the rules, I don't say the Shanghai Club ought to appoint a different tribunal or that they ought to leave it in the hands of the committee, but undoubtedly a general meeting is a very difficult body with a matter judicially. It is certainly more likely to be swayed in a matter like this by prejudice and it is a body which cannot consider in a judicial attitude the matters before it to the same degree as a small body such as the committee of a club can be. At the same time I think the general sense of a large body of members such as this would be pretty accurately represented by the vote and when you consider the majority of two-thirds required and a majority of considerably more than two-thirds is obtained, as on this occasion, I have no doubt that taken as a whole that body did act in a judicial way on this occasion.

That, I think, subject to two or three points of law which have not been covered in my remarks, concludes the matter, and I shall now deal with them. I think before dealing with the facts I should say that they clearly show that the plaintiff has no merits whatever and that if he can succeed it would be purely in a technical matter.

Question Of Club's Rules

Now, it was first of all said that the committee meeting was irregular. There is Rule 27 which says that the committee shall be a committee of three or more members and that they shall be elected by the members at a general meeting. There is no reason that this committee should be called together in any particular way. It was a committee of 11 out of 12 members and they knew perfectly well what they had come for and they did their work, therefore, in a businesslike manner. Now the only point which has even me any difficulty in this matter is the construction of Rules 23 and 26.

It has been said that any member who had not paid his subscription was not entitled to vote at these meetings and therefore the whole of the proceedings was null. Rule 23 provides for the monthly subscription being paid in advance. That, I think, must be taken to mean that they are due immediately after midnight on the first of the month. The Rule 26 says that no member whose subscription is in arrear may vote on any occasion whatever. Therefore if the subscription of members were in arrear they were not entitled to vote. The point which I have to consider is as to the words "in arrear." Is it the words "in arrear" or is it the words "due"? I think it is the words "due" and I think by reading the rules as a whole the spirit of the rule, which is really most important in club rules is arrived at.

Where Committee Can Act

I am not sure that there are any other points which I have got to deal with excepting the very important one under Rule 42. Perhaps that should have received my consideration before I began. The procedure where the conduct of a member is to be taken cognizance

of by the committee is that "if in the opinion of the committee such conduct renders him unfit to be a member he shall be subject to expulsion by a general meeting consisting of members of whom there shall be not less than 20 present to be convened for the purpose of investigating the circumstances of the case."

It has been argued that in forming this opinion that the committee must act in a quasi-judicial manner and if it does so it is absolutely necessary that the accused person should be before it. That is perfectly true if the committee is a judicial body. I think that this rule which is different from any other rule that I have seen in cases which have been before the courts is framed to secure a different procedure. I think the matter is one that has to come before the committee, who of course must form their opinion after bona fide and proper consideration and then they must report to the general meeting and the general meeting must be convened for the purpose of investigating the circumstances of the case.

The circumstances then which will modify the conduct at which the accused member has been guilty, and which will not modify their opinion as to their action, is that of the general meeting and not the committee. If the committee were to act judicially and to come to a conclusion they would, I think, possibly, prejudice the investigation by the general meeting. However that may be the provision for investigation is in this article and it is in the hands of the general meeting. I shall say no more as to the qualifications of the general meeting. I have said quite enough, but I think that the rule itself is quite clear and under those circumstances I think the committee acted properly, and that what they did was in order.

Notice To Members

There is another point which I have not dealt with and on which I must say a few words. I have spoken of the notice to the plaintiff and I find that also the notice to members has been criticised as being so irregular as to vitiate the proceedings. I have no doubt whatever in a club like this, where members congregate every day in large numbers in the bar room and talk and interchange of ideas goes on that everybody who came to that meeting had a pretty good idea of what they came for. The chairman put the matter absolutely before them and the point is not whether these rules had been meticulously observed but whether they have been broken and I cannot find that they have been broken, because the notice had been given and I am of opinion that as everybody knew what they had come for and that as the meeting was properly conducted and acted in a judicial manner that there has been no

breach of that rule. If there indeed has been any the word which were used by the court in the case of *Gardner v. Fremantle* show clearly that if people know what they have come for on such an occasion as this that is all that is wanted.

The contention of Mr. Home that this was a case of a small committee and this was a large meeting is a question which merits consideration, but it is only a question of degree and if I thought that the large number of members made those remarks inapplicable to the present case, which I do not, then I should come to a different conclusion.

The only matter which I have not dealt with is the confirmatory meeting and I must just say a word as to that. It must be remembered that the plaintiff had refused to have anything to do with the letter. The letters were the only matter before the meeting. Mr. Simms was again in the chair. Mr. Simms used the word "formal" in describing the meeting which was being held and he proposed that the resolution which had been passed at the meeting of June 7 be confirmed and that was seconded by the vice-chairman.

Not Entitled To Attorney

At this point I must refer to the correspondence that had taken place between Mr. Nielsen and the Club. He asked that he should be represented by counsel and the Club decided that in the circumstances it was not necessary. What would have been said to Mr. Nielsen if he had asked to be represented at the first meeting I don't know, but the committee had in their minds what had happened at that meeting. The only point still open for them to decide upon was the plaintiff's conduct and they decided that as Mr. Nielsen was not entitled as of right to be represented by counsel they were not prepared to grant him that indulgence under the circumstances. That is my opinion and that is my finding, that that is the attitude of the committee, and I think that

under the circumstances it was a solution which they were quite justified in taking and an attitude which does not deserve harsh criticism. Then Mr. Nielsen proceeded to refer to these letters, matters which had been ruled upon by the committee, and having been called to order, and because the question as to whether counsel should appear for him or not was in the opinion of the chairman irrelevant, the meeting, instead of addressing it on the one point which there was room for him to be heard on, namely, the correctness of the resolution which had been passed, then the chairman put the resolution again, asking whether anyone else had anything to say before he did so, and it was carried with six dissentients.

I don't think it is necessary for me to talk about the composition of the meeting. There has been a point raised in paragraph 5 (b). That paragraph misstates, I have no doubt unintentionally, what was said by the chairman as to the members of the meeting and the count of the votes and I am of opinion that the ruling of the chairman on that point was perfectly correct.

In these circumstances this action will be dismissed with costs.

under the circumstances it was a solution which they were quite justified in taking and an attitude which does not deserve harsh criticism. Then Mr. Nielsen proceeded to refer to these letters, matters which had been ruled upon by the committee, and having been called to order, and because the question as to whether counsel should appear for him or not was in the opinion of the chairman irrelevant, the meeting, instead of addressing it on the one point which there was room for him to be heard on, namely, the correctness of the resolution which had been passed, then the chairman put the resolution again, asking whether anyone else had anything to say before he did so, and it was carried with six dissentients.

I don't think it is necessary for me to talk about the composition of the meeting. There has been a point raised in paragraph 5 (b). That paragraph misstates, I have no doubt unintentionally, what was said by the chairman as to the members of the meeting and the count of the votes and I am of opinion that the ruling of the chairman on that point was perfectly correct.

In these circumstances this action will be dismissed with costs.

Wedding

Wooten-Ollerdesen

Mr. G. O. Wooten, young American architect, and Miss Marjorie Ollerdesen, daughter of Mrs. H. Ollerdesen, were married yesterday afternoon at 3 o'clock in the French Cathedral. The ceremony was performed by the Rev. Father La Courte. Miss Ethel Ollerdesen acted as bridesmaid and the little Misses Prince and Helen were flower girls. Mr. A. C. Row was best man.

A reception at the home of the bride's mother in Jessfield Road followed the wedding and the young couple left last night by houseboat for a honeymoon trip to country.

Volunteer Manned

By U. S. Navy Crew

Manned by a United States Navy crew, with gun platforms and a coating of camouflage, the Volunteer, first of the United States Shipping Board 12,000-ton freighters to come to the Far East, arrived here yesterday with bar silver valued at \$345,000 and 1,600 tons of freight. The ship is assigned to the Pacific Mail Steamship Company but will be turned over to the United States Navy at Manila. The officers are former merchant marine men.



FOR ALL

whose occupations and recreations take them out of doors,
or whose occupations and recreations keep them indoors,
there is nothing like—

KING GEORGE IV WHISKY

Don't forget—make your next a "KING
GEORGE IV," otherwise known as the

"TOP NOTCH OF SCOTCH"

Distilled by the largest Scotch Whisky Distillers in the World

GANDE, PRICE & CO.

WHOLESALE DISTRIBUTORS and SOLE AGENTS



International Savings Society

5, Avenue Edward VII

At the Drawing on Tuesday next, October 15th, over

6,000 BONDS

will participate.

This is the first time since the Incorporation of the Society that

THREE BONDS

will be redeemed in full for **\$2,000.00** each,

THREE BONDS

will receive **\$1,000.00** each,

and over **600 BONDS** will receive amounts varying from

\$12.00 to \$300.00

**ANY NEW BOND SUBSCRIBED FOR BY NOON TOMORROW
WILL PARTICIPATE IN THIS DRAWING**

Telephone: Central 3929



INTERNATIONAL SAVINGS SOCIETY

BOARD OF DIRECTORS:

R Fano, Chairman,

H. Madier (President French Chamber of Commerce), J. Beudin, M. Speelman.



FOURTH FRENCH LOAN TO BE FLOATED HERE

Bonds Bearing 5.049 Percent
Interest Will Be Sold From
Oct. 20 To Nov. 24

The fourth French National War Loan will be floated in Shanghai from October 20 until November 24. The bonds will actually bear interest at an annual rate of 5.049 percent as the interest of four francs is allowed on each purchase of five francs, the minimum subscription amount.

The bonds are free of taxes and are redeemable in 25 years.

Subscriptions may be paid with French War Bond coupons already due or those due on November 16 or December 16 and with National Debt Bonds or Treasury Bonds issued before October 20.

Subscriptions are unlimited and must be settled in full at time of purchase.

News Brevities

Mr. S. L. Chang has been appointed to take charge of the foreign books department of The Commercial Press.

A general alarm was turned in at 7:17 a.m. yesterday following an outbreak of fire at No. 249 Dongka Road where sparks from a cooking stove had fired a Chinese dwelling. The Brigade found the gatehouse on an alleyway blazing and the flames already taking hold of an adjoining house. The fire was extinguished after about forty minutes fighting. The gatehouse was gutted and two other houses damaged on the first floor.

The British Postmaster desires to acknowledge with thanks the receipt of books, magazines, etc. from Mesdames H. Phillips, N. R. Ramsay, E. P. Master, H. K. K. Johnson, Serebriannikoff, M. M. Murphy, Messrs. Noel, Murray and Co., Asiatic Petroleum Co. (Soochow), Butterfield and Swire, White, Cooper and Master, Kailing Library, Whangpoo Conservancy Board, C. M. Gustave, H. B. M. Postal Agents, Weihaiwei and Chefoo, Messrs. F. L. Marshall, T. R. Murphy, W. T. Alway (Tientsin), Isaac Kohn, P. S. L. Tuxford, J. D. Frost, L. E.

Canfield, S. D. Neill, S. W. Wolfe, W. D. MacCallum, A. McGregor.

Charges of having printed 56,000 bonds notes, purporting to be bank notes for 100 copper cents each drawn on the Hupoh Provincial Bank, were preferred against a Chinese named Tsen Ming-yih in the Mixed Court yesterday. The case was remanded for one week.

Prof. C. H. Robertson will address the American Bond Service in the assembly room of the Palace Hotel at 5 p.m. today. His topic will be "Some thoughts for the years ahead." There will be special music.

Blaze Shanghai is not often treated to anything completely new. Any member of the local motoring public, however, who drops into the Hongkong Garage tomorrow, will find that there is something new, after all, in the motor world, in the shape of the Hupoh motor-car. Full particulars will be found in the advertising columns.

China To Be Subject Of Club Study Class

American Women Outline Comprehensive Plan For Season's Work

An interesting preliminary discussion of the plan of study for the season took place at the meeting of the Literary Department of the American Women's Club, held at the Carlton Thursday. The topic is "China" and talks on the advantages of the course which has been outlined were made by Mrs. W. H. Lant, president of the Club, and Mrs. C. S. Lobinger. A list of suggested books was given out.

Mrs. Jennings is to be the leader at the next two meetings, her subject being the Geography of China. Meetings will be held on the second and fourth Thursdays of each month at 8:30 p.m. at the Carlton.

GERMAN ROBBER TO JAIL

Max Sievers, a German, H. Soares, a Portuguese, and a Chinese who were on trial in the French Mixed Court for a \$20,000 armed opium robbery committed in the Rue de Whangpoo on June 26 have been sentenced to one year, one month and two years in prison respectively.

Shipping Items

The C.N. s.s. Fengtien left Tientsin for Chefoo, Weihaiwei and Shanghai on Thursday.
The C.N. s.s. Chungking left Hankow for Shanghai on Thursday.
The L.C. s.s. Suwo left Hankow for Shanghai on Thursday.
The C.N. s.s. Suyang left Hongkong for Shanghai on Thursday.

The C.N. s.s. Nanshan left Hankow for Shanghai on Friday.
The C.M. s.s. Hwaitea left Hankow for Shanghai on Friday.
The C.M. s.s. Kiangyin left Hankow for Shanghai yesterday.
The N.K.K. s.s. Taike Maru left Hankow for Shanghai yesterday.
The C.N. s.s. Kaifong will leave Hongkong for Shanghai today.
The C.N. s.s. Tungchow will leave Tientsin for Chefoo, Weihaiwei and Shanghai today.

The L.C. s.s. Kutwo will leave Hankow for Shanghai today.
The L.C. s.s. Tuckwo will leave Hankow for Shanghai tomorrow.
The C.N. s.s. Tatung will leave Hankow for Shanghai tomorrow.
The N.K.K. s.s. Suyang Maru will leave Hankow for Shanghai tomorrow.
The N.Y.K. s.s. Omi Maru (Osaka-Shanghai Line) with mails left Moji for Shanghai on Friday and may be expected to arrive at N.Y.K. Mail Wharf today about noon.
The P.M. s.s. Volunteer arrived at Hongkong Wharf yesterday morning and will be despatched for Hongkong and Manila Monday.
The N.Y.K. s.s. Shikoku Maru (European Line) with mails left Hongkong for Shanghai on Thursday and may be expected to arrive at Waikow Wharf today about 2 p.m. She sails for Kobe on Monday.
The I.M.S. Montague left Hongkong for Shanghai on Thursday and is due at Whangpoo tomorrow morning at 6 o'clock. She sails for Vancouver via Japan Ports and Victoria, B.C. the same morning and the tender conveying passengers and mails will leave the Customs Jetty at 10 o'clock.

THE CHINA PRESS MAIL SCHEDULE

SUNDAY, OCTOBER 13, 1919

Date and Destination	Per	Col.	Dr.	USA	Rus.	Jap.	Roa.
Today							
Over Sea	Train & Str.	11.00					11.00
M.M. Kobe, Yokohama, Cebu, Manila, U.S. & Europe	Montague		17.00				12.00
Weihaiwei, Chefoo & Tientsin	Kiangyin	11.00					11.00
Swallow	Wanchow	1.00					1.00
Hongkong and Canton	Vol. for						12.30
Japan, Canada, U.S. & Europe	Montague	16.00					16.00
Peiping and Tientsin every day	Train		17.00				17.00
China (Daily except Sunday)	Train		15.00				15.00
Tomorrow							
Hongkong	Train & Str.	17.00					17.00
River Ports		11.00					11.00
United Kingdom via Suez		8.00					8.00
N. Sak. Kobe, Y. Hama, Canada, U.S. & Europe via Canada	Wosang	21.00					21.00
Hongkong and Canton	Singapore	21.00					21.00
Hongkong and Canton		15.00					15.00
Ningbo		15.00					15.00
Tientsin & Dalny	Sakai Maru	19.00					19.00
Chefoo and Tientsin	Taiwan	19.00					19.00
Peiping	Hatohi	19.00					19.00
Swallow and Hongkong		17.00					17.00
Tuesday, October 15							
River Ports	Train & Str.	21.00					21.00
Japan Ports		17.00					17.00
Japan & America via Moji	Omi Maru	20.00					20.00
Wednesday, October 16							
Amoy and Hongkong	SuYang	21.00					21.00
Thursday, October 17							
Japan & America via Nagasaki	Frontier	9.00					9.00
Japan & America via Nagasaki	Chikara Maru	9.00					9.00
Friday, October 18							
Nagasaki and Vladivostok		6.00					6.00

13 Parcels only.
E. Letters and boxes with declared value 1:30 p.m. Parcel post 4 p.m. and money orders 3 p.m.
Mails for Hankow close every day at 11:30 a.m. and 9 p.m. Registration at 11:30 a.m. and 8:30 p.m. and for Peking and Tientsin every day at 5 p.m. Registration at 5 p.m. the Russian Post Office.

PUNISHED FOR WASTING FOOD

What Everybody Should Remember

You waste food if you eat it and get no benefit. And you will be punished. Your stomach will punish you. The food which you do not digest will ferment and give you pain. You will be weakened, become underfed—however much you eat. Your appetite will be poor, and if you are hungry, it will not be the healthy hunger which comes from all of the best food having been digested and used in strengthening and nourishing you for your work, but an unnatural craving, caused by an irritable stomach.

To get strength and nourishment out of food, your blood must be pure and rich. Healthy blood extracts nourishment from food and carries it to feed the muscles and nerves. That is why people who take Dr. Williams' pink pills for pale people always notice an improved and natural appetite after a few days. Their blood is being purified and the pills are making new blood for them, which enables them to get full value for their meals. This new food tones up the whole system, and the blood is dispensed and normal health is restored. Going to your chemist for the pills—be sure to say you want Dr. Williams' pink pills—and you will soon find them doing you good. Also obtainable direct, and post free, one bottle for \$1.50, six \$8.50, from the China office of the Dr. Williams' Medicine Co., 36 Seehuen Road, Shanghai.

Residences For Sale

Newly built modern houses for sale on terms to suit purchasers.

LAND FOR SALE

In all parts of settlement suitable for MILLS, FACTORIES, RESIDENCES.

Central District Property For Sale

FOR INVESTMENT

We have for sale residential property, very attractive for investors.

Fire Insurance
Motor Car Insurance
China Realty Co., Ltd.

Nanking and Kiangse Roads

GETZ BROS & Co. OF THE ORIENT, LTD.

IMPORTERS of High-Class American Merchandise of Merit!!
Packers and Shippers of

EVAPORATED FRUITS

RAISINS
PRUNES
CURRANTS
APRICOTS
PEARS
PEACHES
APPLES
DATES
FIGS

Packed in Hermetically Sealed Tins.
Suitable for any climate



TINNED AND BOTTLED FRUITS

MARASCHINO CHERRIES
PINEAPPLE
GREENGAGE PLUMS
BARTLETT PEARS
ROYAL ANNE CHERRIES
YELLOW CLING PEACHES
RED KINS APPLES
CALIFORNIA APRICOTS
YELLOW EGG PLUMS

Full weight, Guaranteed Pure, and packed in Sanitary Factories.

BRANCHES
TIENTSIN
HONGKONG
CANTON

ADDRESS ALL INQUIRIES TO
FAR-EASTERN-HEADQUARTERS
13 Nanking Road SHANGHAI Telephone 376

BRANCHES
MANILA
TOKIO
KOBE



*For all Exterior Wood Work
any shade that's made*



*For Plaster Walls—A Flat Finish Oil Paint.
Once on you need not worry about painting
them again for five years.*

It's the cheapest and best in the Long Run.



*For Any Floor you want painted,
looks well and wears well under severe
service. Very suitable for offices.*



*For all Metal Surfaces. Your
galvanized Iron Roof needs it.
Paint it now before it rusts away.*

Our contracting department will do your painting in such a way that we are prepared to give you a guarantee for three to five years on every job.

We have two experts supervising everything. Our workmen use brushes instead of cotton waste. We want to satisfy you and if we fail it's our loss, not yours.

Under our guarantee we will do the work over free of charge.

Fearon, Daniel & Company, Inc.

18-B Kiangse Road -- -- -- Tel. Central 108

THE CHINA PRESS

PUBLISHED EVERY DAY IN THE YEAR EXCEPT ON MONDAYS AND HOLIDAYS

CHINA PRESS Incorporated, Delaware, Publishers

Today's Church Services.

Holy Trinity Cathedral.—Twentieth Sunday after Trinity. 8 a.m. Holy Communion (and at Bubbling Well Chapel). 9.30 a.m. Children's Service. Psalm 23. Hymns 335, 338, 10:30 a.m. Matins. Boyce in A. Anthem "He that shall endure." Mendelssohn. Hymns 207, 215, 281. Preacher: Rt. Rev. F. L. Norris, D.D. Collection of Alms for the S.P.C.K. 6 p.m. Evensong. Hymns 273, 328, 24. Lecture on II Corinthians: The Dean.

St. Andrew's Church, Broadway.—Twentieth Sunday after Trinity. 10:30 a.m. Matins. Preacher: The Rev. C. J. F. Symons, M.A. 3 p.m. Children's Service.

Union Church.—Sunday, October 13, 11 a.m. Preacher: Rev. C. E. Darwent, M.A. Subject: "God's love for us." Chant 46: Anthem "Be not afraid" (from Mendelssohn's "Elijah"). Hymns 668, 745, 37, 6 p.m. Preacher: Rev. C. E. Darwent, M.A. Subject: "The eternal Christ." Chant 54: Anthem "Crossing the bar" (Perry) (In memoriam). Hymns 299, 748, 72.

St. John's Pro-Cathedral, Jesfield.—Evening Prayer in English at six o'clock. Preacher: The Rev. L. B. Bideley, S.T.D.

Shanghai Free Christian Church.—(Corner of Range and Chapoy Roads). Today's services in the above will be conducted as follows: 11 a.m. Service conducted by Mr. Adam Grainger. 6 p.m. by Mr. Adam Grainger.

Christian Science Society of Shanghai.—Masonic Hall. The Bund. Sunday Service 11 a.m. Subject: "Are Sin, Disease and Death Real?" Sunday School 10 a.m. Wednesday 8 p.m. Reading Room open daily except Sunday at No. 21 Nanking Road 10:30 to 12:30.

American Song Service.—Professor C. H. Robertson, of the Y.M.C.A. who has delivered a number of addresses in Shanghai recently, will speak at the American Song Service, this afternoon at 5 o'clock in the Assembly Room of the Palace Hotel, on the subject of "Some Thought for the Years Ahead." There will be special music. **Sunday Service League.**—Sunday October 13. At 5 p.m. in the Y.M.C.A. Hall the Rev. A. L. Warnshuis, M.A., D.D. of the China Continuation Committee, will speak on an interesting topic related to "Real Patriotism."

The Situation In China

The Year Reviewed; A Glance At The Future

By W. Sheldon Ridge
(Peking Correspondent of THE CHINA PRESS)

SOME time ago the Bishop of London said that he based his belief in a God on the fact that, though the earth is spinning round at high speed, the wind created by this motion does not sweep us off the earth's surface. It must be a similar sort of Providence that has provided for China during the past twelve months, for though, politically speaking, it has been spinning round and round at an enormous rate it has not yet been swept out of existence. With all its spinning, however, the country seems to remain much where it was. That is just the difficulty. There is enough movement of a sort to record, but it is all movement in a very small circle and seems to carry nobody anywhere. If it were possible to measure the distance that China has traveled during the past twelve months the probability is that by most measures she would appear to have fallen backward. In actual fact, all appearances to the contrary notwithstanding, she has not done so, but has actually moved forward. How, and how far, we shall see later; for the moment we need to try to understand something of the real meanings of apparent motions. Just as apparent motions of the stars have a real meaning, so the apparent motions of Chinese political life contradictory and confused though they may seem, have also a real significance.

The first thing to keep in mind is that twelve months ago the two poles of Chinese political life rested on illegality. The northern or militarist pole rested on the fact that General Chang Hsun had by his twelve-day restoration swept legibilities momentarily out of existence, and had rendered necessary some sort of military action to restore even a lip-sewing republicanism. This action was taken by General Tann and his associates, and the restored monarchy was abolished.

Both this military action and the situation created by it could have been justified as a political necessity if those responsible for them had realized that two blacks do not make a white, and had gone properly about securing a Bill of Indemnity for what they had done. This they could have done by convening a parliament on the basis of the Election Law as it then stood, and it is probable that had they done so without delay they would have secured for themselves a strong following in the new parliament, and the highly necessary Bill of Indemnity.

It may properly be asked here why they did not recall the old Parliament and the answer is that it was assumed, perhaps without adequate ground, that the old Parliament was implacably opposed to those who had effected the restoration of the Republic. In making this assumption the republic-restorers made a capital error. It is true that they had been at extreme loggerheads with the old Parliament, and it is believed by those who were in very close touch with that Parliament that a frank approach to it would have removed many misunderstandings and per-

haps have secured what the restorers wanted, both a parliamentary Bill of Indemnity and a parliamentary body to act as interim as a legislative organ. The restorers blundered in this assumption, but they were encouraged in it by the legal fact that the old Parliament had no longer any claim to be the legal legislative organ of the country.

Constitutional lawyers of the very highest distinction and with absolutely no bias in the matter whatever, or anything with a bias towards the old parliament, have assured the present writer that its election by President Yuan and again by President Li did not alter the fact that legally the old Parliament was time expired, and that it was recalled on the death of President Yuan as a mere convenience. The time was one when an election would have been very difficult to carry out, and by a gentleman's agreement the old body was reconvened, the unwritten understanding being that the re-convened body was to do three things, and then dissolve itself, namely, to elect a vice-president, to complete the revision of the Constitution, and to amend the Election and Parliamentary Laws, as passed by Parliament. In its first session. The southern pole of illegality then is the Parliament now sitting in Canton. It is no use attempting to avoid or disguise these facts; indeed, it is only by keeping them prominently in one's mind that the real meaning of a year apparently without progress can be grasped.

Here then is a basic fact, that the year's struggle has been between two illegals. This is not to suggest that the illegals are alike. It is to be admitted that both in tempo and in methods the two illegals differ. The northern one is distinctly conservative, the southern is distinctly radical. The one, it seems clear, would move too fast, while the other would move too slowly. It does not follow, however, that the two could not work in double harness. The difficulty is that neither force recognises any merit in the other. The fact that the struggle is between two illegals makes it perhaps all the more difficult to adjust. Were one side indubitably right and the other indubitably wrong, there might be some hope of earlier reconciliation, for then the side entirely right might well forego some of its indubitable fight, and the side entirely wrong, knowing that it had vulnerable points in its armor might also be willing to give way on some of these weak points. But each side has all along insisted on its weakest point as the main plank in its platform. The south—we use the word because it is customary and not because it has any final significance—insists on the recall of its Parliament, the north insists that it is the Government, not simply *de facto*, which it would not be possible to survey the country thoroughly and admit, but *de jure*, which it knows quite well it is not.

At first sight, then, the year has been one of struggle between illegals, but the struggle has not been about illegality. Therein lies something of the value of the struggle. Though two illegals have been

Germany's False Assumption Of Scientific Genius

'They Are Mechanics, Not Inventors'

By Townes R. Leigh
(Professor of Chemistry in Georgetown College)

During the last few months I have heard the Germans arraigned—as blattant, boozish, barbarous, yet in nearly every case the speakers sufficed to their invectives such an expression as "but when it comes to brains, you will have to hand it to them; they have made science." Why hand it to them? What epoch-making invention of discovery is of German origin except a Stamp on which is inscribed "Made in Germany?"

Their scientists have kicked up a fair amount of spray as they gambolled in their pool, but the world has yet to hear of a mighty Teutonic splash. Time and again French, English, American, Spanish, and Italian inventors and discoverers have sent tidal waves around the globe. Let us now be specific.

The steam engine has been called the greatest of all inventions; it broke the shackles from slaves; it mingled the miles of the world. It made neighbors of the Antipodes.

Deweeson, a native of Devonshire, (England) obtained the patent for the first partially successful steam engine; Watt, a Scotchman perfected it; Ouynot, Murdoch, and Trevi not brought forward the locomotive, not on German soil; Stephenson, an Englishman, was the first to apply the locomotive steam engine to railroads for passenger traffic; France, England, and America applied it to navigation.

When all had been completed, Germany pulled the whistle cord, shouted "Hoeh der Kaiser" and tagged it "Made in Germany."

The telegraph which brings us the daily history of the world was invented by an American, Professor Morse, who also suggested the Atlantic cable, which was subsequently laid by that merchant-scientist, Cyrus Field, assisted in "mooring the new world alongside of the old" by Lord Kelvin, the prince of physicists, a British subject.

Graham Bell, the chief inventor of the telephone, was born in Scotland and grew to fame in America. A young Italian, Marconi, gave wireless telegraphy to the world.

The house of Hohenzollern has made great use of these inventions in selling Great Britain, Italy, and America, in arrogant veils what the waterland has done for the benighted peoples of the earth.

Cyrus McCormick, a native of Virginia, produced the reaping machine which harvests the food of the world; Melroe, of England brought forth the thrashing machine. Thus was famine banished from the world.

Ell Whitney, of Massachusetts parentage, invented the cotton-gin;

Harveys, an Englishman, made the spinning jenny; Arkwright, also English, applied its efficiency with his famous spinning frame; the Englishman, Kay, introduced the fly shuttle in weaving; Brunel, who devised the knitting machine, and Carl Wright, the inventor of the power loom, were British citizens. Thus was the world clothed.

Although Germany is militaristic and worships at the shrine of Mars, what votive offering has she made to the God of war? It was not she who contributed gun cotton, gun powder, smokeless powder, percussion cap, nitroglycerin, dynamite, torpedo, shrapnel, automatic cannon, magazine rifle, breech-loading gun, galling gun, revolver, Maxim silencer, hammerless gun, gunboat, ironclad battery or ship, armor plate, revolving turret, submarine, or aeroplane.

Since Germany borrowed her military appliances from other nations, we are not surprised that she obtained her devices of prosperity from the same source. She did not produce the first aniline dye, vulcanized rubber, liquid gases, gas engine, water gas, thermometer, barometer, pianoforte, barbed wire, cut nails, plate glass, circular saw, cable car, electric car, sleeping car, airplane, bicycle, automobile, pneumatic tire, sewing machine, typewriter, calculating machine, cash register, steel writing pen, etc., and finally.

The greatest thing Germany has done is to advertise herself falsely as the light of the world. No son of hers invented the electric light, the gas light, the acetylene light, the kerosene light, the flashlight, the safety lamp, the candle dip, or the friction match. America, France, England, and other "untutored nations" performed these tasks. The sun, moon, and stars are the only lights left for Germany's contention, and, according to the Moenic account, the Lord and not the Kaiser made and placed them in the firmament.

Daguerre, a Frenchman, presented us with photography. Our own Edison brought forth the motion picture to delight and to instruct the eye and the photograph to please and teach the ear. The Germans enjoy our reels and records, and lifting high their steins, drink a prolonged toast to the achievements of the waterland "Deutschland ueber Alles."

Galileo, who first saw the heavens with a telescope, was an Italian. The men who first saw the earth and its teeming life with a microscope were not of German origin. Yet many telescopes and microscopes in our colleges, being marked "Made in Germany" have led students to believe that these wonderful instruments were devised by German brain. The

Germans are mechanics, not inventors.

By the use of the compound microscope Pasteur, the French Biologist, as early as 1857, demonstrated a connection between microscopic organisms and disease. This was nine years before Dr. Koch, the German bacteriologist had graduated. In this connection the important antiseptic surgery of Dr. Lister of England should be remembered.

Edward Jenner, the discoverer of vaccination, and Harvey, the discoverer of the circulation of the blood, were Englishmen. An American taught the world the use of anaesthetics. Our dentists excel all others. They are employed by many crowned heads—even the Kaiser has his.

The teutons have not shown the engineering skill of the French, who cut the Suez Canal, or of the Americans, who joined the Atlantic and Pacific at Panama. The decimal or metric system, by which the Germans make their measurements, is a gift from France. The methods by which they make their steel is that of Sir Henry Bessemer, of England. Many of the fruits and vegetables of which they eat an enormous quantity, were brought forth by our own peerless Burbank. No wonder that the Germans can "goose step" so high, for what else have they practiced?

Lavoisier, the father of modern chemistry, was a Frenchman; Linnaeus, the founder of botany, was of Swedish origin. To Hutton of England we are indebted for geology; to Maury, of Virginia, for the physiography of the sea; to Descartes of French parentage, for analytical geometry; to Comte, of France, for sociology; to Germany for sauerkraut and pretzels. Germany has not contributed her quota towards the world's advancement. How she struts in her foreign plumage! She is neither inventive, resourceful, nor original.

She has made no geographical discoveries of importance. Her neighbors have. What role did she play in discovering various portions of the new world? Did she establish any colonies? I think God she did not. Her sons did not compose the crew of Magellan's fleet, the first to circumnavigate the globe. A German did not discover the North Pole, nor lead the way toward the South pole. It is high time to cease talking of Germany's achievements unless one wishes to indulge in satire.

History and study will reveal that the world's greatest teacher, scientist, inventor, discoverer, a statesman, general, philosopher, preacher, painter, poet, architect, novelist, or singer was not "made in Germany."

France Has Accomplished Her Task, Says Clemenceau

By M. Clemenceau

(Prime Minister of France)

Paris, August 20.—When I accepted the Premiership I knew that I was called upon to bear the burden of the most critical period of the war. I have told you from the outset that we should pass together through difficult and exacting times and cruel hours. These times are coming, and the only question is whether we can stand them.

When the defection of Russia came about, when men who believed that it was only necessary to will peace in order to impose it upon the German Emperor had given up their country (unwittingly, I prefer to think) to the invasion of the enemy, who could believe then that a million German soldiers who had become available would not turn against us? This and more is what happened.

For four years our effectives have been wearing themselves out, our rent was held by a line of soldier which was becoming thinner and thinner, with our Allies, who had suffered enormous losses, and now arrives a fresh mass of German divisions in good condition. If here any one who does not realize that under the weight of this tremendous wave our lines had to give way at some points? The extent of their recoil became great and dangerous.

I say nothing more, and there is nothing in that to shake the confidence which we should have in our soldiers. Today these men are engaged in the battle. Our men fought against five without sleep for three or four days together. These great soldiers have good leaders, great leaders who are worthy of them, in every way. I have seen these leaders at work, and one of them struck me with admiration. Is that saying that there are nowhere mistakes? I cannot maintain that.

My business is precisely to discover these mistakes and to punish

them, and in this I am supported by two great soldiers named Foch and Petain. General Foch enjoys to such a degree the confidence of the Allies that yesterday they wished that their unanimous confidence in him should be expressed in the communiqué.

Hardest Battle Of War

These men are at this moment fighting the hardest battle of the war with a heroism which I can find no words to express. It is my duty as leader of these men to punish them if they have not done their duty, but also to protect them if they are unjustly attacked.

The army is better than anything we could have expected from it—and when I speak of the army I speak of those who compose it, of whatever rank and whatever grade they may be. But that is not enough, the men must have faith and must be for their ideal if they wish to give us victory. Their leaders also have come from their ranks. Like them they come back covered with wounds when they do not remain in the field of battle.

We have yielded ground, much more ground than we should have yielded. There are men who have laid for this retreat with their blood. I know some who have accomplished acts of heroism like those Bretons who were surrounded in a wood all night and who next day found means of sending by carrier pigeon a message to say: "You may come and find us. We shall hold out for half a day yet."

These men make the Fatherland, they continue it and prolong it, that Fatherland without which no reform is possible. They die for an ideal, for a history which is the foremost among all the histories of civilised peoples.

Germans' One Method

Be calm, confident and determined to hold on to the end in this hard battle. The victory is to you, because the Germans, who are not so intelligent as we are told, have only

one method—namely, to throw their whole weight into the venture and to push it to the end.

We saw them on the Yser, at Verdun, near Amiens, near Dunkirk and Calais, and then in Champagne. They broke our lines, but did you think that you were going to make a war in which you would never retreat? The only thing that matters is final success.

You have before you a Government which, as it told you, did not enter into power ever to accept surrender. So long as we are here the Fatherland will be defended to the death, and no force will be spared to obtain success. We will never yield. That is the word of command of our Government. We will never yield at any moment.

The Germans once more are staking everything on a coup which is meant to frighten us, so that we may abandon the struggle. For what was their great effort made on the Yser in 1914? In order to reach Calais, to separate us from the British, and to compel the latter to renounce the struggle. Why did they begin again, and why have they once more begun again? In order to obtain this effect of terror.

"Americans Are Coming"

The effectives of the belligerents are being exhausted, those of the Germans as well as our own, but meanwhile, the Americans are coming to play a hand in the deciding game. Once more, the events in Russia gave our enemies a million additional men on the Franco-British front, but we have Allies who represent the foremost nations of the world, and who have pledged themselves to continue the war until the attainment of the success which we hold within our grasp if we put forth the necessary energy.

The people of France has accomplished its task, and those who have fallen have not fallen in vain, since they have made French history great. It remains for the living to complete the magnificent work of the dead.

THOS COOK & SON
Tourist, Steamship and Forwarding Agents, Bankers, etc.
Official Passenger Agents to the Philippine Government

Railway and Steamship Tickets supplied at Tariff Rates. Letters of Credit and Circular Notes Issued and Cashed. Baggage collected, forwarded and insured at lowest rates. Cook's "Far Eastern Traveller's Gazette," containing Sailings and Fares from the Far East to all parts of the World, will be forwarded free on application.

Tel. Address: "Coupon" THOS. COOK & SON
Telephone Nos. 2203 & 2204 Russo-Asiatic Bank Building, Shanghai
Also Hongkong, Peking, Yokohama, Manila
Chief Office: Ludgate Circus, London, E. C.

HIRE CARS

\$3.00 Per Hour
\$1.00 Minimum

'Phone Central 4257

The Hudford Garage

89-91 RUE MONTAUBAN

Marine Fire INSURANCE Motor Car Life

At Lowest Current Rates

Yang-tze—Fire
S. British—Marine
Equitable—Fr.

New York Life—Life
Railway Passenger's—
Motor Accident



Andersen, Meyer & Co., Ltd.

6 Yuen Ming Yuen Road

Telephone 778

GAS TOASTERS

Can be used with any Gas-Rings

Price \$1.20 Each

APPLY:

SHANGHAI GAS CO., LTD.

SHOW-ROOM: 29, NANKING ROAD

"OSRAM" - "G.E.C."

DRAWN-WIRE-LAMPS

"NO OTHER LAMP IS STRONGER"

Obtainable from all Electrical Dealers or from the Sole Importers

The General Electric Co. (of China), Ltd.

Shanghai-Hongkong-Hankow

7 Jinkoo Road, Shanghai

Phones 1606 & 1608

"BUY LIBERTY BONDS" Today



Bringing Up Abdul

By Charton, With Apologies To McManus



No Other Typewriter Can Do This--

MULTIPLY HAMMOND'S Instantly Changeable Type. Many styles for many languages. Two styles or languages always on the machine. JUST TURN THE KNOB and change

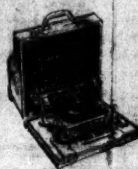
Carefully observe the above specimens of Multiplex Typewriting. 6 of 365 different



arrangements of type. More than 50 different languages in many sizes and styles, can be substituted in a few seconds

"JUST TURN THE KNOB" and Change

ALSO--A NEW PORTABLE CONDENSED ALUMINIUM 11 lbs.--Full capacity Many typewriters in one.



HIRSBRUNNER & CO.

1 Nankin Road Telephone Central 218

Dear Sir, Please send catalogue to:

Name

Address

Occupation

ENQUIRE ABOUT SPECIAL TERMS TO PROFESSIONALS

PLEASE LOOK AT YOUR SHOULDERS

Have They Any Wrinkles?

If you like to have a perfect fit, call on Henry The Tailor, 114 Seward Road

I acquired the art of cutting from an American tailor. A trial is solicited.



The Situation In China

(Continued from Page 10)

struggling they have been struggling for legality. If both sides were completely honest they would say something like this: "We know in our heart of hearts that we are an illegal body, but that is an accident; what we are struggling for is the recognition of certain legal principles." The south says it regards those legal principles as being embodied in and symbolised by the recognition of the old Parliament; whilst the north says it regards those legal principles as embodied in and symbolised by the election of a parliament much more really representative of the people than ever the old parliament was. Blind partisans of either side will accuse the other of hypocrisy in this matter, but the outsider can see no reason for such charges, or rather, he cannot help thinking that their reciprocal character practically makes them of none effect.

Along with this struggle between what for convenience we may call radicals and conservatives, as represented to some extent territorially, the same struggle has been reproduced in the two camps, though it has been much more noticeable in the northern camp, where President and Prime Minister have been engaged all the year in a tug-of-war. The President, or the Acting-President as he prefers to be called, has all along been willing to come to some sort of terms with the south. He is a pacifist, and as such a progressive. The Prime Minister, trying to make an insecure position one of security by holding it with all his strength, is distinctly a militarist, and as such a conservative. Had these two been of one mind it is possible that before now either an understanding would have been reached with the south, or something really worthy the name of civil war would have been in progress instead of the very unprofitable squabbling and unwelcome marauding of the past twelve months.

But if the struggle between north and south has been one of illegalities, each fighting to make itself legal, the struggle between the President and the Prime Minister has not been a struggle between illegalities. The curious thing about both struggles is that the only body concerned in them who has an unassailable position legally is the President. Under the Constitution the Vice-President is elected for five

years, and if at any time by reason of the death or other incapacity of the President, he becomes Acting-President, his term as such expires at the end of what would have been the term of the substantive President. The intention of the Constitution undoubtedly was to make presidency and vice-presidency terminate synchronously; but the election of General Feng to the vice-presidency in a mid-term has given him for five years the legal office of vice-president, whoever may be elected president. General Feng has known all along that his position could not be assailed; and he has demonstrated, by dispensing with General Tuan's services for a short time, that General Tuan is not indispensable.

Both north and south have realised the weaknesses of their position and have endeavored to remedy those weaknesses. The Peking Government has realised that whilst it had at least *de facto* authority, though not unquestioned authority, even so, it needed the moral backing of a representative legislature, and so in turn the new National Council and the new Parliament have been created. The south realised that whatever might be the strength of its position *de jure*, it must have the support of the physical arm, and so the Canton Military Government was created. It may look as if we had here two different things, but as a matter of fact we have only two different aspects of the same thing, namely, the recognition of the fact that moral and legal authority must be co-operative with the force necessary to secure its supremacy if there is to be any government at all in the country, and the recognition of the converse of this, that mere possession of physical authority will not secure successful government.

Disregarding many absolutely necessary qualifications, it may be said that the presidency of Yuan Shih-k'ai, after the dismissal of Parliament, was an attempt to rule through the instrumentality of physical force alone, the presidency of Li Yuan-hung was an attempt to govern without the co-operation and in unwise independence of the physical arm, and that the past year has seen both attempts renewed, the one

in the south and the other in the north, both proving inadequate, and both ending in recognition of the fact that in a world peopled by beings a little lower than the angels, and especially in a land where these not altogether angelic beings have in the past only experienced being governed and know practically nothing about governing, there must be a co-operation and co-ordination between the two forces. That surely is an immense gain. At first sight, and especially to those of us who come from lands where, until the outbreak of the war, the co-operation of these two had been so elaborated that the policeman and the voter were lost in each other, it does not seem a great gain, but it is quite possible that in the past twelve months China, or rather the men, both in north and south, who are re-fashioning China, have learned in the school of experience at least the rudiments of this very difficult lesson, and the coming year may see militarist and moralist understanding each other much better. If China has learned so much, then the apparently futile struggle of the past year, regrettable though its incidents have been, will not have been in vain.

It is not within the scope of this article to prophesy what is going to happen, but writing within a day or so of the accession of a new President it is permissible to record one or two significant facts. First, the only man in an absolutely unassailable position, General Feng Kuochang, is a consenting party to the accession of Mr. Hsu Shih-chang to the presidency, which probably means that General Feng's pacific influence will not be without value, added to Mr. Hsu's declared desire to see an end of the struggle.

Second, the southern Parliament, though it has declared its inability to recognise any president elected by the northern Parliament, has not taken what is the logical next step, namely, the election of a new President, and this may be taken to indicate that under certain conditions, and in spite of his illegal election, Mr. Hsu Shih-chang may yet be accepted by the southern party.

Third, the China of today being not unconnected with the China of

yesterday, it is certain that Mr. Hsu has not accepted office with the possibility of riding for a fall; he is very unlikely to have gone so far without seeing his way very much farther, and presumably he will in due course announce the means of securing a happy issue out of all these afflictions.

Fourth, the militarists themselves are beginning to think that they have perhaps exceeded the mandate with which they tried to convince themselves that their activities in July, 1917, endowed them, and the trend of events elsewhere is also against them.

Fifth, there is a widespread opinion that the struggle has gone on

long enough for the lesson to be learned; in other words, the country will not stand much more.

Sixth, the rapid march of events in Europe during the past few weeks chaos in which case the possibility that the end of the war may come and find China still in a state of chaos in which case the possibility that China may not be left alone to settle her own destiny will arise, and against the possibility every precaution, even to a complete cessation of internal strife, must be taken. In short, all the signs indicate that we are nearer than we have been for a whole year to China's most important domestic desideratum, peace without victory.

THE FURNISHING VOGUE OF CRETONNE.

Do you notice that the tendency of Furnishing Fashion is the ever increasing use of tastefully designed Cretonnes for Loose Covers for Furniture, Draperies for Windows, and even for the panelling of walls?

Simplicity, refinement and freshness are combined in a decorative scheme of a well-selected fabric. The result is pleasing, and the expense is small.

Choose well the design and predominant colorings, and you will obtain charming effects.

For the best selection and advice, you cannot do better than inspect or write for some of the 200 patterns of new colorings in old style and modern design stocked by

ARTS & CRAFTS, LTD.

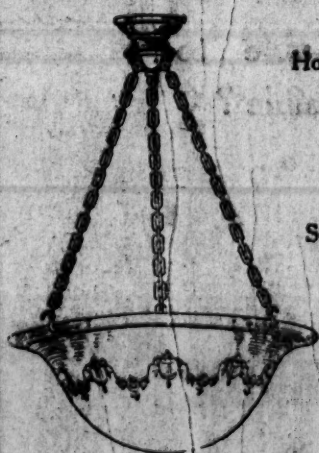
THE HOUSE FOR FURNISHING FABRICS OF SPECIAL DESIGN AND QUALITY

Modern Illumination

for Home and Office Employs

Veluria Glass Ware

Soft, Even, Restful Light



Economical—it diffuses and uses all the light.



Wiring Installations — G-E Edison Lamps

ELECTRICAL SHOWROOM

Andersen, Meyer & Co., Ltd.

12 Tsun Ming Yuan Road

Telephone Central 778



You'll enjoy Victor dance music whether you dance or not

The Victrola furnishes the best dance music of every kind—perfect in every way, and always ready whenever you want to dance.

Even if you don't dance you will be delighted with the splendid music—and you'll have a hard time keeping your feet still.

Stop in any time and hear the latest dance music. Victrolas \$15 to \$250. Victors \$10 to \$100. We'll arrange easy terms, if desired.

S. Moutrie & Co., Ltd.

3 Nanking Road



WILKINSONS
PAINTS & VARNISHES
FOR ALL
GENERAL PURPOSES

FOR OVER 50 YEARS WE HAVE HAD RESIDENT REPRESENTATIVES IN THE FAR EAST AND HAVE MADE A COMPLETE STUDY OF PAINT AND VARNISH PROBLEMS IN TROPICAL COUNTRIES. THIS EXPERIENCE IS AT YOUR SERVICE IN COMMUNICATING WITH OUR LOCAL BRANCH.

SHANGHAI, HONG KONG, BOMBAY.
24 Kiukiang Road, Alexandra Buildings, Oriental Buildings.
STOCKS HELD AT ALL BRANCHES
AGENTS AND DISTRIBUTORS IN EVERY PORT, FACTORIES

LONDON
WILKINSON, HEYWOOD & CLARK, LTD.
THE LARGEST BRITAIN'S LARGEST PAINT & VARNISH MAKERS. FOUNDED 1770.
Caledonian Works. POPLAR, LONDON, E.

INTIMATE VIEW OF CONDITIONS IN ITALY

Graphic Description Of Daily
Life Of People By Editor Of
Roman Review

STORY OF BITTER HARDSHIP

But Courage Does Not Fall Nor
Conviction Waver That Vic-
tory Will Come

Most people do not realize the disabilities under which Italy fought, up to the time of the catastrophe of last October, nor do they realize the tremendous problems with which she was confronted. She entered the war after a long and weary campaign in Libya, when her resources of life and finances were at a low ebb. She had a difficult political party to deal with—the adherents of the Triple Alliance; a party that could not and would not see the real position of Italy and the necessity of her entering the war from a moral standpoint, but who only saw the commercial advantages she would lose by a rupture with the Central Empire; advantages, they argued, that would not be made up by any promises of the Allies.

This position seems to have made America believe that Italy hesitated and tried to barter before coming to a final conclusion. The fact is, nothing of the kind ever moved the best spirits and the majority of the Italian people, although it would have been only natural that in an agricultural country like Italy, which depends absolutely on the products of industrial countries, there should have been a party that would weigh the material disadvantages of entering into a war which meant being cut off from the countries furnishing most of the necessary manufactures.

How heroically Italy has endured all hardships, and is still enduring them, is obvious from present internal conditions. The disaster of last October was a most unfortunate occurrence. The true story of it, as told me by those who were in the vicinity at the time, was this: Cadorna was very anxious to keep only his best troops in the front lines, and was loath to give them furloughs. The natural consequence was that they grew tired. Some of them had been through the entire Libyan campaign, and were giving the best years of life to their country. There had been a conspiracy between the front lines of the

Italians and the enemy to stop fighting on a certain day; then there would be no more war!

The Austrian superiors discovered the conspiracy, and on the eve of the appointed day sent the disaffected regiments to the rear and installed fresh troops. The signal was given; the Italians, living up to their agreement, did not fire a shot; the Austrian hordes surprised them, and walked without any resistance through one of the strongest fortified passes on the front, a pass that could not possibly have been taken by the fiercest attacks. In addition to this, many Austrian officers donned Italian uniforms and ran far ahead of their troops shouting to the Italians to fly for their lives. I heard that no one in Udine knew that the enemy was approaching until German automobiles containing officers entered the town.

However unfortunate this affair was, it had a tremendous moral effect. Until then Italy had been fighting outside her frontier, and there were many who considered the heavy loss of life too great a sacrifice for the unredeemed provinces of Trent and Trieste. With one blow the Italian people were at one; their own country was invaded, and there was no further question as to the issue of the war. The officers responsible for the disaster were marched down to the Via Nazionale in Rome with black ribbons across their breasts, bearing the inscription, "Traitors of the Country," and were shot in the historical castle of St. Angelo.

The spirit of the people today is magnificent, and the overwhelming odds as to food conditions and sacrifice of life have not daunted them in their fervent desire to march to victory. The cost of living has gone up threefold, and some things cost four times the price they do in normal times. Food and ration cards are issued for bread, rice, macaroni, sugar, and charcoal. Oil is hardly obtainable. Fats are not allowed to be sold or kept. Benzine is not obtainable. Alcohol from 9 cents a quart to \$1.60; flet of beef, from 45 cents a pound to \$2.20; cheese is not allowed to be made, as the milk is reserved for the hospitals and for the soldiers; eggs are scarce, and have gone up from 2 cents to 9 cents each; paper has more than doubled in price, and some kinds are not obtainable.

The newspapers confine themselves several times a week to printing only one sheet, two pages instead of four or six. There is no coal for the civil population, and locomotives are fired by wood, in consequence of which nearly all trains are delayed from two to six hours, and very few are run; even

between the principal cities there are not more than two or three trains daily, whereas between the smaller places there is only one. Tobacco, one of the principal articles of consumption, has gone up more than twice the original cost, and in some places most of the popular brands are not obtainable.

Bread is made of corn and bean flour, though occasionally leaves made of grain are to be found. In the country the people provide better for themselves by keeping and hoarding their own products, such as oil and grain, although the law demands that all private stores over a certain quantity must be recorded at the municipal offices. Any person not giving due notice of such stores is liable to arrest and confiscation of his stores. Luxuries, such as perfumes and cosmetics, are no longer allowed to be imported; neither are teas, whiskies, brandies, and expensive wines. Vegetables are costly, although there is no scarcity.

The reader will ask: "On what do the poor people live?" I have seen a family sit down to a meal consisting of a few slices of bread, smuggled from a friend in the country, soaked in water and a bit of oil, with chopped onions and parsley, and a glass of water for beverage. This was not an exceptional case.

Rents, although not allowed to be raised during wartime, in the case of a permanent tenant, are always increased when a tenant moves, or when a house is sold. Rome and Naples are particularly crowded and rents very high. Many of the hotels have been requisitioned by the Government for new offices, which accentuates the scarcity of living accommodation, especially now, when so many refugees from the invaded provinces have come to the larger cities of Central and Southern Italy.

Italy treats her prisoners of war splendidly, and often at the sacrifice of her own civil population. I remember a time in Cassino, where there is a prison camp of over two thousand, when meat was not obtainable, since everything went to feed the prisoners.

The people in the country feel mostly the lack of their menfolk. The Italian woman is very dependent upon her man. She is diligent, a good, conscientious, hard worker, but she needs the man to direct her and the family affairs—without him she is lost. In the towns, women have been substituted for car conductors, porters at the railway stations, and in offices and shops, although waitresses have not yet appeared.

Within the last six months small fraction paper money has come into

circulation; that is, the 1 and 2 lire (20 and 40 cents) are now issued in paper, as well as the 5, 10, 50 and 100 lire.

Wages have gone up considerably, especially for the munition workers; in fact, the only people who are prosperous are those working on munitions, war materials, and Government supplies.—Maurice Magnus in The Bellman.

WIDER TIES FOR VATICAN

Representation With America Is
Sought, But Not Expected Now
Rome, August 26.—Discussion over the diplomatic relations between the Vatican and China and the opposition of France to the appointment of a Papal Nuncio at Peking brings up the question of the relations of the Holy See with all other countries. It is the evident aim one day for America and Japan also to have a representative accredited to the Pope, these being the only two great powers that never have had a permanent Plenipotentiary to the Papacy.

France had an Embassy until relations were broken under Pope Pius X. Spain has an Ambassador; Russia, despite the strongly anti-Catholic policy followed under the Tsars, had a Minister; Austria has an Ambassador; Germany two Ministers, one representing Prussia and

the other representing Bavaria; Portugal, by order of the Braganza Monarchy, had an Ambassador accredited to the Pope, while only a Minister was accredited to the King of Italy, although the Dowager Queen Maria Pia was a sister of the Italian sovereign.

The Portuguese Republic broke off diplomatic relations with the Holy See, resumed just now at the request of the new President. England, since the time of Henry VII, has been among countries which discontinued any official relations with the Vatican; but at the beginning of this war, it saw the advisability of having a representative there to counteract the influence of the Central Empires and appointed a Minister Plenipotentiary.

America and Japan have had occasional special missions to the Vatican on given questions, in case of the former the most important being that entrusted to ex-President W. H. Taft regarding the Friars' lands in the Philippines. The Vatican has no illusions as to the possibility of setting up diplomatic relations with America while Wilson is President, or with Japan under the present Government there; but such circumstances may arise as to suggest to both America and Japan the advisability of entertaining relations with the Vatican just as happened with England recently, and with China, who both asked an exchange of diplomats.

Fire Bells Are Ringing!

—and Mr. Knott Insured
says: "Maybe they are
going to my house, and
I haven't taken out that
policy."

We Write
Fire
Insurance



Better see us before it happens
RAVEN TRUST CO., LTD.
INSURANCE

FIRE
BURGLARY
MOTOR
CAR

15 Nanking Road.

Phone 65

United States Tires Are Good Tires

The Care and Feeding of Children BY L. EMMETT BOLT, M.D.
200,000 copies sold! New, ninth edition. Cloth, Gold \$1.00—Mex \$1.15

AND OTHER APPLETON HOUSEHOLD BOOKS

The Prospective Mother, by Dr. J. Morris Simons G.\$2.00-Mex \$2.40	The Home Medical Adviser, by K. Winslow, M.D. G.\$3.50-Mex \$4.00
The Home Care of Sick Children, by Dr. E. L. Coolidge G.\$1.15-Mex \$1.35	How to Keep Well, by W. A. Evans, M.D. G.\$3.50-Mex \$4.00
Our Baby, by R. O. Clock G.\$1.45-Mex \$1.75	A Manual of Nursing, by Margaret Donahoe G.\$2.50-Mex \$2.80
Youth, by G. Stanley Hall G.\$1.75-Mex \$2.10	Sewing and Textiles, by Anabel L. Turner G.\$2.00-Mex \$2.40
Food Values, by E. A. Locke, M.D. G.\$1.50	The Complete Hostess, by Clara E. Laughlin G.\$1.50-Mex \$1.80
Nutrition and Dietetics, by Winfield S. Hall G.\$2.50-Mex \$3.00	The Complete Home, by Clara E. Laughlin G.\$1.50-Mex \$1.80
The Liberty Cook Book, by Bertha Stockbridge G.\$2.25-Mex \$2.75	Practical Gardening by Hugh Findlay G.\$2.25-Mex \$2.75

Now is the time to buy books. You pay by gold draft or check. Note our reasonable charges.

Chinese American Publishing Co., 26 Canton Road, Shanghai

SCIENTIFIC EYE TESTING

Refraction and Manufacturing
TORIC LENSES
Accurate lens grinding. Sun
Glasses and Goggles.
THE NATIONAL OPTICAL CO.
69 Nanking Rd.—Tel. Com. 1243
(Two doors above Hoshan Rd.)

CHINA EXPRESS COMPANY

Have you anything to send to any part of China? Nothing is too small and nothing is too big for us to handle.

We issue through Bills of Lading to any part, along the following Railways:—

Shanghai-Nanking; Shanghai-Hangchow-Ningpo;

Tientsin-Pukow; Lunghai Railway and Peking.

Exclusive Express service by the S. N. R., S. H. N. R.

We are the official Agents of the American Express Co., Shanghai.

Head Office: 297-211 Boundary Road, Shanghai, (Opposite the Railway Station). Telephone North 2180.

THE CHINA EXPRESS CO. is the only transportation company specializing in Railway Transportation. Thus you may rely on us for service.

Your Last Opportunity To Help Win the War

The war is almost won!

The Germans and Austrians are asking for peace and preparing to withdraw from Belgium.

Christmas time may see the world war at an end.

Do you realize that we are offering you what may be your last opportunity to share in the glorious victory for civilization?

Have you done so much for Allied victory that you can let this opportunity go by without subscribing for Liberty Bonds?

When Shanghai joins all the world in celebration of peace, will you be able to join without a twinge of remorse that you did not do more to make victory possible?

Do not let this opportunity pass!

Buy Liberty Bonds today.

This space contributed for the Winning of the War by

Messrs. Gande, Price and Co.

Liberty Loan Committee

26 Nanking Road, Shanghai

WHITEAWAY, LAIDLAW & CO., LTD., SHANGHAI

THE HOUSE FOR RELIABLE UNDERWEAR

Jason, All Wool Combination

NATURAL

Extra heavy weight, specially indented for the extremest cold parts of China.

All pure wool.

No. 1749, HIGH NECK, LONG SLEEVES.

Knee Length. "Heavy Weight."

Sizes Large

Prices \$9.50

WHITE

No. 7102, HIGH NECK, SHORT SLEEVES.

Knee Length. "Medium Weight."

Small, Medium, Large and Extra Large

\$6.75, 7.00 7.50 and 8.00

No. 7102, HIGH NECK, LONG SLEEVES.

Knee Length. "Medium Weight."

Small, Medium, Large and Extra Large

\$6.95, 7.25, 7.75 and 8.50

The House For Unshrinkable Underwear

Wool goods are scarce—better come in and buy your Winter underwear this week.

Jason, All Wool Combination

NATURAL

No. 7102, HIGH NECK, SHORT SLEEVES.

Ankle Length. "Medium Weight."

Small, Medium, Large and Extra Large

\$6.95, 7.50, 7.95 and 8.50

No. 7102, HIGH NECK, LONG SLEEVES.

Knee Length. "Medium Weight."

Small, Medium, Large and Extra Large

\$6.75, 7.00, 7.50 and 8.00

No. 7102, HIGH NECK, LONG SLEEVES.

Ankle Length. "Medium Weight."

Small, Medium, Large and Extra Large

\$7.50, 7.75, 8.25 and 9.00

Special heavy weight

"Jason" Combinations.

No. 8831/7482, HIGH NECK, SHORT SLEEVES.

Knee Length. "Heavy."

Sizes Small and Large

Prices \$8.25 and 9.00

Silk And Wool Vests

The same fine grade as above, limited stock only here.

No. 218, White Silk and Wool Vests.

Medium Neck, Short Sleeves

Medium, Large Size

Prices \$2.50 \$2.75

No. 93, White Silk and Wool Vests.

High Neck, Long Sleeves

Medium, Large

Prices \$3.75, 4.00

No. 607, White Silk and Wool Vests.

High Neck, Short Sleeves

Small, Medium, Large

Prices \$2.45, \$2.70, \$2.95

No. 520, White Wool Vests.

Low Neck, Short Sleeves

Small, Medium, Large, Ex. Large

\$2.75, \$3.00, \$3.25, \$3.50, \$3.75

Ex. Ex. Large \$4.00

VESTS

"JASON" They are the best Vests for the cold winds of China.

"UNSHRINKABLE" Natural Wool Vests

High Neck, Short Sleeves.

Small, Medium, Large and Extra Large

\$4.95, 5.25, 5.50 and 5.75

High Neck, Long Sleeves.

Small, Medium, Large and Extra Large

\$5.25, 5.75 and 6.00

SPENCERS

Ladies White Wool

Spencers, Heavy

Weight Long

Sleeves, a bargain.

Extra Large Size

Price \$3.50 each

UNDERWEAR

We have a number of oddments in White Wool, Silk and Wool, and Spun Silk Vest and Combinations. These are worth seeing when you call.

VESTS

"JASON" Pure Wool

Vests are unshrinkable.

"PURE WOOL" White Wool Vests

High Neck, Long Sleeves.

Sizes Small, Medium and Large

Prices \$4.95 5.15 and 5.50

High Neck, Long Sleeves.

Sizes Medium and Large

Prices \$5.50 and 5.75

SPENCERS

Ladies' White all Wool

Spencers.

A few only in High

Neck, Short Sleeves

Small Medium

Price \$1.80 each

Combinations

In pure all wool with a inter-stitch. This quality cannot be procured to-day at any price.

No. 4168, White Silk and Wool Combination.

High Neck, Long Sleeves.

Small Medium Large

Prices \$8.00, \$8.25, \$8.50

No. 4168, White all Wool Combination.

High Neck, Short Sleeves.

Large, Extra Large

Prices \$7.50 \$8.00

High Neck, Long Sleeves.

Small, Medium, Large, Ex. Large

\$5.95, \$6.50 \$8.50, \$9.00

with a fine Mercerised inter-stitch.

High Neck, Long Sleeves.

Medium, Large

\$6.75 \$7.00

Low Neck, Short Sleeves.

Extra Large \$6.50

UNDER WEAR FOR THE KIDDIES

Children's India Gauze Vests.

A good quality reliable washing vest from L. and F. Morley. Their India Gauze goods have a great reputation in the East. We give chest and length from shoulder to inches.

Can be had in LOW NECK, NO SLEEVES OR SHORT SLEEVES

Chest 16, 20, 22, 24, 26, 28, 30, 32 inches

Length 13, 14, 16, 18, 19, 21, 23, 25 ..

Price 85cts. 85cts. 90cts. 90cts. 95cts. 95cts. \$1.00, 1.00 each

Children's White Wool Vests.

A rich wool vest, soft and non irritating to the baby's skin. We specially recommend these for infants. The vest will stretch about twice the chest measure given here.

No. C LOW NECK, SHORT SLEEVES ONLY

Chest 12, 13, 14, 15, 16, 17, 18, 19 inches

Length 14, 16, 17, 20, 21, 24, 26, 28 ..

Price \$1.00, 1.10, 1.20, 1.30, 1.40, 1.50, 1.60, 1.70 each

Children's White Wool and Cotton Vests.

The new delivery this season has a fine mercerised cotton inter-stitch to prevent shrinking. It looks like silk and gives a strength to the vests but does not impair the softness. The vest will stretch to about twice the chest measure given.

No. D HIGH NECK, SHORT SLEEVES

Chest 12, 13, 14, 15, 16, 18, 19, 20 inches

Length 12, 13, 15, 17, 18, 20, 22, 24 ..

Price \$1.20, 1.30, 1.50, 1.60, 1.70, 1.80, 1.90, each

No. B HIGH NECK, SHORT SLEEVES

\$1.50, 1.60, 1.70, 1.80, 1.90, 2.00, 2.10, 2.20

Children's White Wool and Cotton Vests.

Our finest grade similar to the above but a richer quality wool. Some measurements.

HIGH NECK, SHORT SLEEVES

Chest 12, 13, 14, 15, 16, 18, 19 inches

Length 12, 13, 15, 17, 18, 20, 22, 24 ..

These sizes only Price \$1.80, 1.90, 2.00 each

No. A HIGH NECK, LONG SLEEVES

Chest 12, 13, 14, 15, 16, 18, 19 inches

Length 12, 13, 15, 17, 18, 20, 22, 24 ..

Price \$1.90, 2.00, 2.10, 2.20, 2.30, 2.40, 2.50 each

We have full stocks of Jason Children's All Wool Underwear.

"JASON" PURE ALL WOOL

"Jason" Sleeping Suits

If you are worried because the little one will lie outside the warm bedcloths buy an all wool sleeping suit. They are delightfully warm and cosy and will keep the kiddies fit and well. These sizes are in stock:—

Sizes	1	3	4	5	6	
Chest	20	24	26	28	30	inches
Length	36	40	42	44	46	inches
Prices	\$7.00, 8.00, 8.50, 9.00, 9.50	each				

Children's "Jason" Combinations

The same good reliable quality as the Vests. We give you chest measures and length measures from shoulder to knee or shoulder to ankle.

HIGH NECK, SHORT SLEEVES. Knee Length

Sizes	1	2	5	7	8	
Chest	20	22	28	30	37	inches
Length	22	24	30	34	36	inches
Prices	\$3.95, 4.25, 4.95, 5.50, 6.00	each				

HIGH NECK, LONG SLEEVES. Knee Length

Same chest and length measures.

Prices \$4.25, 4.50, 4.75, 4.95, 5.25, 5.50, 5.75 each

HIGH NECK, LONG SLEEVES. Ankle Length

Sizes	1	2	3	4	5	6	7	
Chest	20	22	24	26	28	30	30	inches
Length	28	30	32	35	38	48	47	inches
Prices	\$4.50, 4.75, 5.00, 5.25, 5.50, 5.75, 6.00	each						

On Show In Our Hosiery Section—Ground Floor

WHITEAWAY, LAIDLAW & CO., LTD., SHANGHAI

TERMS: CASH at time of purchase or on delivery of goods

Yaphank Bennie Gets Near Front Line, But Finds He Has To Dig More Trenches

By Frazier Hunt
(New York Sun)
In Rite
Somewhere in France
Monday

Dear Barney: Well I guess you will not be surprised or nothing like that, eh Barney, when you hear that I am writing this letter on a train and that we are going up to the front and start right in fighting them Germans. Our officers been kidding us along with a lot of school boy stuff for almost two months over here in France but I guess now they have took a tumble and decided they might as well get the war ended.

You remember Barney that I wrote you that there was a lot of rumors about us leaving our training billets and making a big move and that some of these poor boob privates that they was going to be sent to Italy or Russia or some where like that but that I said No, they needed us here against the Hunns. Well as usual, Barney, I was right and here we are now plugging along towards the front.

Well old pal I guess if you could see this train that we are riding on that it would hand you a big laugh. We are riding mostly in the wooden passenger cars or else in box cars and they are both nothing but jokes. They are about as big as these toy trains you see in parks and at fairs.

And if they had one of these little brass French engines over in America they would put it in a museum and charge two fifteen a throw to take a look at it. When they decide to stop, which is about every fifteen minutes, the engine stops first and then the other run up into it and then stop by mane springing and awkwardness.

But of course I ain't knocking the French any because after all these trains don't belong to us and this country don't either—much obliged.

Well so long, Barney. Will write you when we get into the trenches.

Bennie.

Dying Words to Gerlie.

On train

Somewhere in France
Monday

Dear Gerlie: Well Gerlie old pal I guess this may be the last letter that you will get for me for some time and maybe never.

I am on my way up to the trenches and of course when a fello gets up there, and around Normans Land then his life is hung on a slender balance and it is not worth the paper it is written on. So in a way Gerlie old pal this is a kind of a farewell letter but I don't want you to feel bad about nothing because everything is going to come out all right in the end.

And right now Gerlie if anything should happen to me up there and I should fill a heroes grave in far away France I don't want you not to merry or go mopping around and wear black all the rest of your life. I want you to be my Gerlie old pal and if some nice fello comes along who has been a soldier over here in France why you don't need to hesitate on acct. of my account but just go ahead.

There is only one last request that I would like to make Gerlie and I only do this for your own good Gerlie. If something should happen to me up here I want you to always remember that the last request I ever made of you is to be careful about association with Marines and likewise with Blue Jacks. Blue Jacks is plenty bad enough but there ain't nothing I can say strong enough to warn you from Marines.

I remember once when you was listening to the wiles of one of them Marines and also when you was falling for a Blue Jack but you are older and more experienced now and I don't suppose my warning is necessary. But, Gerlie whatever you do remember that I was a soldier and warned you against these birds with my dying berth.

We are getting nearer the front all the time and we can hear the sound of the big guns as plane as anything. If they don't hold us back I wouldn't be surprised that we would be in Germany in a couple of weeks. That is some of us will feel there will be a lot of us that will die the soil of France red with our blood.

The only thing that I am hoping for is that I can get me a German helmet before something happens to me. If I do get one and something happens to me afterwards I will have it sent to you and you can hang it up in the parlor and tell everybody that your Bennie give his life to get that helmet for you.

Well farewell Gerlie old pal. By boys forever

Bennie.

France Welcomes Her Friends

Monday

Dear Mama: Well Mama we are moving to another part of France and I must say that it is fine to be able to travel all around like this and see a lot of the country all on U. S. Sam without costing you a cent even for you R. fair. Its pretty nice to be in the army when there is a war on, Mama because think of all the things that you get to see for nothing.

It certainly would do you a lot of good Mama to see the receipts we get when our troop trains crowded with us soldiers pass thru these little French towns. Old women standing around the stations lots of times kneel down and pray when we go by and just a little while ago

we passed a town where there was an old woman and two or three little kids standing by the tracks.

We was going by slow and when they saw that we was American soldiers the old lady and the little kids all hollered just as loud as they could "Vive Amerca! Vive Amerca!"

Well we looked kind of foolish and then Steve Garner took off his hat and leaned out of the window and hollered, "Vive France!" Then we all cheered and hollered "Vive France!" And Mama even from where we was we could see that old woman wiping the tears out of her eyes.

Riding thru France like this Mama makes a fello hate the Germans something awful. As you get up here where the Germans have been you don't see nothing much but ruins and you go through whole towns that ain't hardly nothing but just ruins like a big fire had swept over it.

Well Mama I am fine and never was so well fished in my whole life. And you don't want to worry none about me at all because we are a long ways off from where the fighting is going on and there ain't no danger at all for me. Your own Bennie.

Bennie Has A Hunch

Somewhere in France
Wednesday

Friend Barney: Well these birds got cold feet agin Barney insted of sending us right up to the trenches they are keeping us back here. In some billets in reserve and adredy they are starting drilling the life out of us. I guess some of these Generals think the war is going to be won by fancy drilling and not by fighting. That is about there speed.

We got in here yesterday morning and we been assigned to billets in little French towns around the country here. I drew another fine lot above a cow stable. Cow stables I guess is the best I will ever be able to do in my life. Honest Barney I have slept in them so long now that if I don't get killed by the Germans and get back to America all right I don't know how I will be able to sleep unless I hire a cow by the night and tie her under my window.

Well we got all settled yesterday and today our Major got all our battalions together and give us a talk. "You men are all stuff from that train ride but I guess you think you are in pretty good shape anyway, don't you," he said. "Well I think you been smoking to much and I bet you are in rotten fiscal shape. Now I tell you what we will do, we will have a little cross country run and I just want you men to follow me and try to catch me. Peel down."

So we all took off our blouses and everything extra we had on and then the Major he starts running straight across the country like he was a deer or something like that, and of course we all took after him.

Well on the square Barney I bet we run five miles, right thru rivers, over fences, thru brush and woods and everything. And when the Major finally stopped we was scattered all over the visible landscape. He waited until we all gathered around him and everybody was

sitting down on the grass panting like a hound and then he said: "What's the matter of you men? I thought you was in perfect fiscal condition. Ugh! What's the matter of you?"

There wasn't a sound nowhere and then all over the place you could hear Steve Gardner in a stage whisper say, "I guess we aint as wild as you are, Major."

Well the Major heard him and for about a second he looked sore and then he began smiling and then he said "Dismissed!" Some crazy afternoon, I mean it was.

And right this minute Barney I got a low hunch that we are going to have to start digging a new set of practice trenches right out here within sound of the guns. I honestly believe I will take my rifle and blow my brains all over France before I will dig another foot of practice trenches, Barney. That is all I been doing since last September. Say, I have dug enough of them things to drane the Atlantic Ocean—and now we are going to have to dig some more. Words fall me Barney.

Bennie.

A Brain Worker He Will Be

Thursday
Barney: Well I win Barney old pal. The order just come out that I am in a squad that is to go out and dig trenches for practice purposes.

But leave it to your old pal Bennie. I have got the greatest scheme in the history of the world when it comes to digging trenches. I will not tell you about it in this letter because it might get censured and then they would find out about it and it would be all off.

No more picks and shovels for mine, Barney. Let your brains do your work insted of your back, say I.

Yours for a soldiers union. Down with the trenches.

Bennie.

Solo Performance in the Trenches

Saturday

Barney: Well I am so tired out and my hands is so sore that I can hardly write this letter but I gotta tell you what has been done to me Barney. If you can get anybody who knows President Wilson personally I wish you would have them say my case before him so as he can see what kind of an army and what kind of officers he has got over here in France.

In the first place they got everybody to enlist in this draft army under false pretences. They said they wanted soldiers to come over here and fight for America, etc., etc., but what they really wanted was nothing but ditch diggers. I don't mind fighting and getting shot for America or the world or to give All Sase Lorane back to France or anything else, but I am all against this business of killing myself by diggin ditches all the time.

As I wrote you yesterday Barney I was ordered to go out and dig some practice trenches. Well they didn't say nothing about how they wanted them dug or didn't give no instructions except how long they wanted them and how deep and etc., etc.

Well my squad went out there to a big field outside of our billet and we started diggin away in the hot sun and in about two minutes you felt like you was going to have a son stroke and your hands got all covered with blisters and you thought you would faint right in the trenches that you was diggin

and it would be just like diggin your own grave. And it was almost strait rock and as hard as a German dome.

"Say felloe we are a bunch of suckers to work like this," I said when the officer who had took us out had gone back where he could find a nice shady spot to lay down in. "Here we are working our hearts out and our hands off when we don't need to at all. Don't be a sucker all your life. I got a great scheme."

"Yes, you always got a great scheme," Steve said. "Well give us your great scheme."

"Wait here until I come back," I said. "I am thru being made a sucker out of."

So they worked on diggin while I hurried back to the billet and went up to our ammunition carts and found a box of hand grenades and borrowed them and took them all out there to the field. Well when they seen me coming with that box they all give me the raz but in about ten seconds when I pried open the lid of that box and they seen all of them fine little

hand grenades they said "Fine scene, Bennie. Fine scene."

Then I started taking off the tops of the hand grenades and knocking down the pins and then I would toss them over where we was diggin the trench and of course they would tare hellfire out of all that rock and hard earth. It had diggin by hand beat about 400 ways.

But along about the tenth grenade that officer come running out across the field sore as a wet French hen.

"What do you mean by stealing them hand grenades," he hollered at me. "That is a series offense. You are liable to get two years in Levingworth. Just for this you can dig this trench all by yourself."

Then he ordered all them other lazy bums back to there billets and left me all alone out there diggin that trench in that hard rock.

Merry that widow and her four year old son, or jump in the Atlantic or anything else just so you don't join the army Barney. I would just as soon be hung for a goat as a lamb anyday, Bennie.

Bennie.

SCIENTIFIC EYE-TESTING 中國精製眼鏡公司
大馬路路旁合路
Precise Duplicating Fine Repairing
P 352 Nanking Road, cor. Lloyd Road
CHINESE OPTICAL CO.
* ACCURATE LENS GRINDING
Toric and Myopic Lenses, Sun-glasses, Protection Goggles & Everything Optical
Special rate to Doctor's prescriptions

STILL BOOMING!
THE WING ON CO. (Shanghai), LTD.
The largest department store in the East.

BE WISE! and acquaint yourself with
"THE BIG STORE"
OTHERS ARE SAVING — WHY NOT YOU?
SEE OUR LATEST DISPLAY OF CHOICE
WINTER SUGGESTIONS
Everything of the newest and brightest.
Fresh stocks by every ship.
A VISIT WILL CONVINCE YOU
The Wing On Co. (Shanghai), Ltd.
Chekiang and Nanking Roads



Let the sunshine stream in. It will not fade a wall painted with

SHERWIN-WILLIAMS
Flat-Tone

Do not cover up your walls—paint them with Flat-Tone. The colors are beautiful; the effect is restful. Sunshine merely emphasizes their richness and for indirect lighting they are ideal. Pictures leave no marks when moved and soiled spots can be wiped away with a damp cloth.

We have Flat-Tone in any shade you wish. Also a complete line of Sherwin-Williams' products, including S W P and Brighten-Up Finishes.

Brighten Up!



Andersen, Meyer & Co., Ltd.
4-5 Yuen Ming Yuen Rd. Tel. Central 775



CHEVROLET
HIRE CARS
DAY OR NIGHT
\$3.00 per hour
\$1.00 minimum
Phone - Central 2403
K. T. C. GARAGE
21 Foochow Road

STATE EXPRESS CIGARETTES



The particular man demands a particular cigarette. State Express Cigarettes are made for just such men—men of discrimination who require the best.

No. 555 (Virginia) 75 cents.

PACKED IN PATENT VACUUM TINS.

Sole Manufacturers: ARDATH TOBACCO CO., LTD., LONDON, ENG.

APOLLO THEATRE

THURSDAY
OCTOBER 17TH

WILLIAM FOX PRESENTS — THE STORY THAT NEVER GROWS OLD

"JACK AND THE BEANSTALK"

THE AGE LONG STORY OF THE PIGMY WHO CONQUERED THE TITAN, THE DAVID AGAINST THE GOLIATH—THIS IS THE STORY
A SPECIAL FOX KIDDIE WONDER PICTURE

1,300 CHILDREN AND A GIANT 8FT. 6IN. TALL

A FILM

Wee Little Starlet of the Films

FOR CHILDREN

FROM 5 TO 90 YEARS

"This is My Future Wife"



VIRGINIA LEE CORBIN
DIRECTOR WILLIAM FOX

Little five-year-old tot who plays the Princess Regina in "Jack and the Beanstalk."

*It is a Spectacular
Picturization
of the
World's Greatest
Fairy Story*

Foraging for Breakfast



"JACK AND THE BEANSTALK"
WILLIAM FOX PRODUCTION

Blunderbore, the Giant, is successful on his hunt in the land where the little people dwell.



"JACK AND THE BEANSTALK"
WILLIAM FOX PRODUCTION

Jack, after killing the Giant Blunderbore, introduces the Princess Regina to his mother and the assembled villagers.

*Has a Universal Appeal,
for though Grown up,
we are all Children
at Heart*

Told in

10 Wonderful
Reels

The Age-Old Story Brings an Irresistible Charm
Dear to All, Whether Old or Young—First of a
Wonder Series of Fox Kiddie Features

William Fox, the producer, has taken a great
new step in moving pictures. A demand that always
has and always must exist has been gloriously met.

The "FOX KIDDIE FEATURES" are ready for
presentation. The first of these, "JACK AND THE
BEANSTALK," is now before you.

"Jack and the Beanstalk," the film that cost a half
million of dollars to produce—with its thirteen hun-
dred children, its diminutive stars, its eight-and-a-
half-foot giant, its castle and its walled city, built sole-
ly for this wonderful production—has an appeal to
grown-ups as well as to children.

Children play most of the roles, except, of course,
the giant; they make up the royal court and the
army, and they tell their story in ten reels of wonder-
ful and fascinating pictures to all the world of child-
hood, and to all who love them. The clever and sum-
ptuous handling of the immortal story, that grown-ups
half remember and half forget, gives it an appeal that
is universal.

The story lends itself wonderfully to pictures. It
has an introductory modern setting that gives it real-
ity to the mind of those of all ages, and then it fades
back to the time of doubt and hope and the bean-
stalk that leads to the land of fairy-tales and the de-
vouring giant.

As a matter of fact, it is the "film enchanted" to
all who see it. It holds those of every age, whether
they look at it with the eyes of a child and see the re-
alization of their wonderful fairy tale, or view it as
grown-ups who behold the unfolding of a fascinating
story done in an exquisite setting by beautiful children.

The City Where the Little Folk Dwell



"JACK AND THE BEANSTALK"
WILLIAM FOX PRODUCTION

Jack, before seeking out the Giant, gets an enthusiastic send-off. The Princess bids him a sad farewell,
while Prince Rudolpho looks scornful.

A Fox

\$500,000 Gold

Production.

YOUR DREAM
HAS COME TRUE

Were you ever a child? Do you remember how you used to sit by the fire on cold, stormy nights, at the feet of Someone who read to you from a big, fat book? She told you all the marvels of the world, and all the dreams that are too happy to be realized in the world. And you listened, rapt.

And when she would turn a page you would jump to your feet at once, and put your hand on her arm, and ask in your child voice:

"May I see the picture?"

Then she would show you a wonderful thing of red and yellow and green and blue, which contained all the fairies of the universe, and the giants and dragons and dwarfs. And you would look at it lovingly, and whisper to her:

"I wish there was a picture of the whole story, don't you?"

Like the hero in the story to which you listened, your wish has now come true.

You CAN see a picture of the whole story—a picture filled with all the elusive charm and mystery which pervaded the reading of the story on that cold, stormy night. The genius of a score of men has perfected the moving-picture process that you might see your favorite tale in life; and the master mind of William Fox has discovered that YOU wanted to see this tale, and has transplanted it to the realm of screen-land. Jack, the Princess, the Giant, even the titanic beanstalk are there before you, tangible things.

You can see "Jack and the Beanstalk" in the being.

TIME AND PRICES AS USUAL. BOOKING AT ROBINSONS

FINANCIAL AND COMMERCIAL NEWS

BENJAMIN AND POTTS
SHARE LIST
Yesterday's Prices

STOCK	Closing Quotations
Banks	
H. K. and S. B.	\$345 B.
Chartered	271
Russo-Asiatic	Tls. 250
Marine Insurance	
Canton	\$380 Sa.
North China	Tls. 1271
Union of Canton	\$850
Yangtze	\$190 B.
Far Eastern Ins. Co.	Tls. 261 B.
Fire Insurance	
China Fire	\$150 B.
Hongkong Fire	\$330 Sa.
Shipping	
Indo-China Def.	Tls. 139
Indo-China Pref.	110/- B.
"Shell"	Tls. 321 B.
Shanghai Tug (C)	Tls. 37
Shanghai Tug (F)	Tls. 37
Mining	
Kailash	Tls. 91 B.
276. 6d.	Tls. 0.80
Philippine	\$2.40 Sa.
Itab	Tls. 37
Docks	
Hongkong Dock	\$1551 B.
Shanghai Dock	Tls. 141 S.
New Eng. Works	Tls. 251
Wharves	
Shanghai Wharf	Tls. 100 B.
Hongkong Wharf	\$97 B.
Land and Hotels	
Anglo-French Land	Tls. 72 B.
China Land	Tls. 80
Shanghai Land	Tls. 85 B.
Yantai Land	Tls. 3
Shanghai Hotels Ltd.	\$15 B.
China Realty (ord.)	Tls. 68
China Realty (pref.)	Tls. 50
Cotton Mills	
E-wa	Tls. 200
E-wa Pref.	Tls. 271
Leau-kung-mow	Tls. 1271 B.
Oriental	Tls. 148
Shanghai Cotton	Tls. 16 B.
Kuangyik	Tls. 9
Yangtsepo	Tls. 90
Yangtsepo Pref.	Tls. 90
Industrials	
Butter Tillie	Tls. 25
China Sugar	\$85 B.
Green Island	\$85 B.
Langkate	Tls. 18 B.
Major Bros	Tls. 6
Shanghai Sumatra	Tls. 100
Stores	
Hall and Holts	\$13 B.
Llewellyn	\$30
Lane, Crawford	\$90 B.
Moutrie	\$32
Watson	\$35 B.
Weeks	\$131
Rubbers (Local)	
Alma	Tls. 71 B.
Amherst	Tls. 0.25 B.
Anglo-Java	Tls. 71 B.
Anglo-Dutch	Tls. 3.85 B.
Ayer Tawah	Tls. 102 B.
Batu Anam 1913	Tls. 0.75 B.
Bukit Toh Alang	Tls. 3 B.
Bute	Tls. 0.75 B.
Chemor United	Tls. 0.90 B.
Chempedak	Tls. 11 B.
Cheng	Tls. 3 B.
Consolidated	Tls. 61 B.
Dumalin	Tls. 5 B.
Gula Kalampoun	Tls. 12 B.
Java Consolidated	Tls. 21 B.
Kamunting	Tls. 20 B.
Kapala	Tls. 20 B.
Kapayang	Tls. 4 B.
Keran	Tls. 11 B.
Kota Bahros	Tls. 10 B.
Kroowek Java	Tls. 4 B.
Pengkalie Dulian	Tls. 21
Permatia	Tls. 0.80 B.
Ropah	Tls. 0.80 B.
Samagaga	Tls. 6
Sekeas	Tls. 0.90 B.
Semambu	Tls. 71 B.
Senawang	Tls. 0.65 B.
Shanghai Kishang	Tls. 51 B.
Shanghai Malay	Tls. 8 B.
Shai Malay pref.	Tls. 0.90 B.
Shanghai Pahang	Tls. 0.50 B.
Sungala	Tls. 71 B.
Sungei Duri	Tls. 4 B.
Sua Manggis	Tls. 0.55 B.
S'hai Kalantan	Tls. 0.60 B.
Shanghai Seremban	Tls. 1.15 B.
Taipung	Tls. 0.02 B.
Tanah Merah	Tls. 14 B.
Tebong	Tls. 0.65 B.
Ujohri	Tls. 4.65 B.
Ziangbu	Tls. 4.65 B.
Miscellaneous	
C. I. and E. Lumber	Tls. 350 B.
Culty Dairy	Tls. 9 B.
S'hai Elec. and Asb.	\$2
Shanghai Trams	Tls. 66 B.
Shanghai Gas	Tls. 24 B.
Horse Bazaar	Tls. 38
Shanghai Mercury	Tls. 50
S'hai Telephone	Tls. 83
S'hai Waterworks	Tls. 165 B.

S. Sellers. Sa. Sales. B. Buyers.

Telephone No. Central 398

Benjamin & Potts, 5 Jinkoo Road

"BICKERTON'S"
PRIVATE HOTEL

73, 74 and 75 Bubbling Well Road.
Seven minutes from Bund by tram.
Strictly first-class cuisine under the
personal supervision of the proprie-
tress. Separate bath, hot and cold
water, electric light. Tel. W. 1271.

Exchange and Bullion

Shanghai, October 12, 1918.

Money And Bullion

Sovereigns: buying rate.

£ 5/21=Tls. 3.84
£ exch. 74.1=Mex. \$5.18

Gold Dollars: Bank buying rate,
£ 124=Tls. 80.65
£ 74.1=Mex. \$108.84

Mex. Dollars Market Rate: 73.85
S'hai Gold Bars: 978 touch Tls. 275
Copper Cash

Native Interest

Latest London Quotations

Bar Silver

Bank Rate of Discount

Ex. N. Y. on London

Exchange Closing Quotations

London

India

Paris

New York

Hongkong

Japan

Batavia

Singapore

Banks Buying Rates

London

London

London

London

London

London

London

London

London

London

London

London

London

London

London

London

London

London

London

London

London

London

London

London

London

London

London

London

London

London

London

London

London

London

London

London

London

London

London

London

London

London

London

London

London

London

London

London

London

London

London

London

London

London

London

London

London

London

London

London

London

London

London

London

London

London

London

London

London

London

London

London

London

London

London

London

London

London

London

VINOLIA

BORACIC & COLD CREAM SOAP

in

BATH TABLETS

Combines all the essential properties of a satisfactory Toilet Soap with medicinal constituents of special value for restoring and preserving a healthy condition of the skin.

To be had of all Chemists and Storekeepers

Agents:

LEVER BROTHERS (CHINA), LIMITED

3 Kiukiang Road

SHANGHAI

Your cup of Tea Should Be China QUALITY Tea



**Flower Basket
BRAND**

Sold by all Grocers

THE CHINA TEA CO., LTD.
SHANGHAI

United States Tires Are Good Tires

Assurance Franco-Asiatique FIRE AND MARINE

5 Avenue Edouard VII

J. BEUDIN and M. SPEELMAN,
General Managers.

"Kavkas Mercury & Vostochnoe" Ltd.

WAREHOUSING, INSURANCE AND TRANSPORT OF
GOODS WITH ADVANCES.

Established 1840.

HEAD OFFICE IN PETEROGRAD

FOREMOST Russian Steamship Company. Owners of over 300 Cargo and Passenger steamers, plying on the Vola, Kama, Oka, Kura and Caspian Sea.

Inclusive through transport rates quoted and through Bills of Lading issued to all parts of the world.

SPECIAL FACILITIES GRANTED FOR SHIPMENTS TO AND FROM RUSSIA. Marine and War Insurance risk covered on first class policies at lowest current rates.

Charges and Invoices collected through our Branches and Agencies. **BRANCH OFFICES AND WAREHOUSES IN ALL RUSSIAN TOWNS OF IMPORTANCE.** Also in Great Britain, France, Italy and United States of America.

M. A. MORDUCOVITCH, Manager,

Telephone No. 1478,

1 The Bund,

Business and Official - - - Notices - - -

WANTED

By big naval engineering and building firm, naval engineers, builders and overseers. Apply with bona fide testimonials, and particulars concerning terms and conditions, to Messrs. Brossard, Mopin & Co., Tientsin. 19706

T. Ichiki & Co.

Phone North 2621.

Dealer in

Musical Instruments and Music.

Y. 24, North Szechuen Road.

Calculator Machines for Sale

A time-and-money-saving machine which adds, subtracts, multiplies and divides. Sold for the small sum of Tls. 15.00 only.

APPLY TO THE

Continental Import & Export

Company

8 MUSEUM ROAD.

18867

The Hing Wab Paste Mfg.

Company, Limited

Problem of high cost of living solved.

Our Macaroni, Paste Star, Vermicelli in coil and all soup stuffs, etc., are made from the choicest ingredients with the latest foreign-made machinery under the most hygienic conditions.

People living in China should consume the products of local industries, especially food stuffs.

We guarantee our goods are cheaper and fresher than imported goods.

Our goods have been examined and certified by the Hongkong Government Chemist.

Samples on application.

71 North Soochow Road.

Telephone Central 3385.

TURKISH BATH

and

MASSAGE ESTABLISHMENT

Specialty for rheumatism and nervousness; fat people reduced 15 years' experience in U.S.A. Patients attended at their residences by arrangement.

Prof. I. K. SIKTO,

Tel. N. 2768, 25 North Szechuen Road

Russian Lady Dentist

Miss. A. Gauhman

20 Nanking Road,

Time 9-12 : 2-6

Tel. 1916.

17267

CARPETS OF EXCELLENCE

At the Lowest Possible Prices.

Come and See Us.

The HWA YENG Factory—the largest and most modern of its kind—invites your inspection and patronage. We have a large stock of Tien-tain carpets and rugs from which to choose. The best patterns manufactured from guaranteed quality sheep or camel hair. Our dyes are warranted fadeless. Customers' own designs made up to order.

Price according to quality and size from \$7.50 upwards or, by the square foot, at \$0.50 to \$1.40 per foot.

For the convenience of our Patrons we have recently arranged an adequate and comfortable showroom. PLEASE PAY US A VISIT. We shall be pleased to show you our carpets and the method of manufacture. You will not be importuned to buy; we leave this matter to your judgment.

Our factory will be found on the NORTH side of PEKING ROAD, a little East of Shanso Road corner. The No. is

121 PEKING ROAD.

Beware of imitation Carpets—purported to be made from camel or sheep's wool—which are really manufactured from hemp.

A Camel wool carpet will wear for 15 years.
A Hemp Carpet will wear for only 5 years.

DR. D. A. POPOVICI, specialist for diseases of and operations on throat, nose and ears has increased his consultation hours from 9 a.m. to 12 noon.

103 Szechuen Road.

19690

ORE CRUSHING MACHINE

Wanted. Please state price, and supply plan and specifications to

"MINES"

care of THE CHINA PRESS

Mr. and Mrs. Seki

Electric and Hand Massage

Graduated at the Massage School of Tokyo, Japan.

No. 1469, Woosung Road,

End of Minghong Road,

SHANGHAI.

ASTOR GRILL

(Broadway, near Astor House)

Musical Dinner

Every Night

From 8 to 11 o'clock

Best cuisine and wines

Tel. North 1846



SHANGHAI RACE CLUB

Autumn Race Meeting 1918

The Entries for the Autumn Race Meeting Will Close at the Grand Stand at 5 p.m. on Saturday, 12th October, 1918.

Members leaving entries at the Grand Stand are requested to deposit them in the Box in the Secretary's Office, labelled "entries for the Shanghai Races."

By Order of the Stewards,

A. W. OLSEN,

Secretary, Shanghai Race Club.

19609

CHEAP SALE

Five thousand kinds of Books. New Books, Second-hand Books, Magazines, Newspapers, Novels, Fashions, Fiction, and Different Topics.

ONE MONTH ONLY

Beginning on October 6th

Change Every Day

No. 111 Szechuen Road.

19597

Dr. James Yuking

Men's Diseases only

Hours: 8 a.m. to 8 p.m.

Y. 222 North Szechuen Road.

Special rates to men in uniform.

HONMA HOSPITAL,

No. 24 Miller Road. Tel. North 2961

Dr. T. YAMADA,

(former Assistant at the Imperial Universities at Tokio and Fukuoka.)

Internal Medicine.

Children's Diseases.

Dr. K. HONMA,

(former Assistant at the Imperial University at Fukuoka.)

Women's Diseases.

Contraception, Surgery.

Skin Diseases.

Venereal Diseases.

BITTER DENUNCIATION OF GERMANY BY LANSING

Authors Of Frightful Wrongs
Against Mankind Cannot
Go Unpunished

(American Wireless To Renter)

Albany, N. Y., October 11.—Secretary of State Lansing in a speech delivered here today said:

"If another world war is to be prevented, strict justice and the common good must be the underlying motives of those charged with the responsibility of drafting the peace treaty after Prussian militarism is crushed. The principles upon which general peace will be made between the warring nations were clearly stated by President Wilson. In carrying out these principles justice must guide those charged with the negotiations of the great peace treaty and must find expression in the momentous document which will lay a foundation for world transformation.

"I think it sufficient to say in these days of toil and struggle while a beast controlling the peoples of the Central Powers is still at large—to assert that the peace which will come when the world is safe will be a peace which is founded on justice and righteousness.

"Let us not forget that while stern justice without mercy is unchristian, mercy which destroys justice is equally unchristian.

"When the time comes to balance the account sheets, and it seems to be drawing near as the vassals of Germany seek refuge from the day, the authors of the frightful wrongs committed against mankind should not be forgotten. The American people after the war will teach their children a pitiless hate for those who served the military dictators of Central Europe. We should discriminate between the ignorant and the intelligent, between the responsible and the irresponsible, between the master and the servant."

From The Chinese Press

Mr. Yang Shih-yi will form the first Cabinet under President Hsu Shih-chang. It is reported. The Foreign Office will be given either to Wang Ta-shieh or Chiang Chung-kean, the Chinese Minister to Tokio. Mr. Chow Hsia-shih will head the Ministry of Finance and General Tien Wen-li will be given the War portfolio. Mr. Hsu Shih-ying and Mr. Chow Tse-chi will be Ministers of Justice and Agriculture and Commerce respectively and Mr. Chu Chi-ching is slated for the Ministry of Communications.

An echo of the failure to elect General Tsao K'un Vice-president of China was heard Friday when protests were lodged by Mr. Chow Tse-chi, head of the Chiao-tung clique, against the Metropolitan Police and the Speaker of the House, Mr. Wang Yi-tang. It appeared that on the day of the election, October 8, Mr. Chow detained a large number of Shanghai Parliamentarians at the Agricultural Garden. When it was found that there was no quorum at the election, Vice-speaker Liu En-keh and two other legislators were delegated to invite Mr. Chow's friends to attend. Liu went with a number of military police, thus making the procedure similar to an arrest of all the Parliamentarians at the garden. The officers were told by Mr. Chow to go back and the indignation created at the garden was great.

Mr. Chien Nung-hsun, the Acting Premier, assumed office Friday. In his speech to the members of the Cabinet, Mr. Chien stated that as he was placed in this office only temporarily, there would be no change among the staff of the Cabinet. The militant policy of General Tuan Chi-jui, he said, will be followed during the short period.

Chinese Tobacconist Will Give Cigarettes To American Soldiers

Head Of Nanyang Company Will
Donate Three Million
Smokes

(American Wireless To Renter)

San Francisco, Cal., October 11.—(Received at French Wireless Station).—Chiu Naum-man, Hongkong and Shanghai tobacco manufacturer, is in North Carolina, where he bought eighteen tons of cigarette tobacco. While in Washington, he perfected an arrangement to donate two million cigarettes to the American soldiers and one million to American sailors.

[Mr. Chiu is head of the Nanyang Brothers' Tobacco Company.]

Singapore Rubber Auctions

Messrs. Meyer and Measor, Singapore, report that their Auctions this week showed prices of cents 50½ to cents 46½ for Pale Crepe and cents 52 to cents 46 for Smoked Sheet, the tendency of the market being unsettled.

U.S. WILL ADMIT ALIENS WHO FOUGHT FOR ALLIES

Immigration Laws Modified For
Benefit Of Soldiers
After War

(American Wireless To Renter)

Washington, October 11.—(Received at French Wireless Station).—The House of Representatives has passed a bill waiving the immigration laws to permit admission to the United States regardless of physical condition within two years after peace is declared, of aliens who enlisted or were selected for military service in the armies of the United States or co-belligerents.

JAPANESE CONSUL IS DINED

(American Wireless To Renter)

San Francisco, October 11.—(Received at French Wireless Station).—The Japanese Association of America, comprising leading Japanese merchants, at a banquet welcomed the new Japanese consul, T. Ohta. Among the speakers were George Shima, President of the Association; Y. Nishida, manager of the Mitsui Company; S. Koh, Manager of the Sumitomo Bank; S. Vokiyeda, manager of the Yokohama Specie Bank.

AMUSEMENTS

APOLLO THEATRE. Monday. Oct. 14th

The great Pathe' Serial

"THE HOUSE OF HATE"

featuring

PEARL WHITE — ANTONIO MORENO.

Episode 7. "THE GERM MENACE."

Episode 8. "THE UNTOLD SECRET."

Pearl White and Antonio Moreno again have some thrilling surprises for you.

French Gazette — **PATHE'S** — American Gazette

A VISIT TO YELLOWSTONE PARK

Lonesome Luke — in — "LOOK PLEASANT, PLEASE."

Lonesome Luke — in — "LOOK PLEASANT, PLEASE."

Time and Prices as usual

Matinee TODAY 3 P.M. — Tonight AT 9.15 P.M.

"The House of Hate." — Our Comedy Programme

Episode 5. "SPIES WITHIN" — "Max Comes Across"

Episode 6. "A LIVING TARGET" — "Max Wants a Divorce"

Follow the story today — and

"Fatty and Mabel Adrift"

Oodles of fun for you

SPECIAL

Charlie Chaplin



PROGRAMME

To be Presented

At the Olympic Theatre

FOR ONE NIGHT ONLY

Sunday, October 13th and

Matinee Today at 3.15 p.m.

POPULAR CINEMA PRICES

VICTORIA THEATRE

PRESENTS

FOR ONE NIGHT ONLY

October 13th and Matinee Today at 3.15 p.m.

The Magnificent Spectacular Masterpiece

"MOTHER OF LIBERTY"

On Monday, October 14th

FOR ONE NIGHT ONLY

All - Comedy Programme

with

CHARLIE CHAPLIN

POPULAR CINEMA PRICES

GENERAL SHIPPING NEWS

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
Oct. 14	—	Vancouver	Stanley Dollar	Br. R.D. Co.	
Oct. 14	—	Vancouver	Monteagle	Br. R.D. Co.	
Oct. 14	—	Tacoma and Seattle	Manila Maru	Jap. N.Y.K.	
Oct. 17	—	San Francisco	Nanking	Am. C.M.S.N. Co.	
Oct. 17	—	Seattle, etc.	Katori Maru	Jap. N.Y.K.	
Oct. 17	—	Tacoma and Seattle	Andes Maru	Jap. N.Y.K.	
Nov. 3	—	San Francisco	Siberia Maru	Jap. T.K.K.	
Nov. 15	—	San Francisco	Korea Maru	Jap. T.K.K.	
Nov. 15	—	San Francisco	China	Am. C.M.S.N. Co.	
Nov. 15	—	San Francisco	Tenyo Maru	Jap. T.K.K.	

FOR JAPAN PORTS

Oct. 14	—	Kobe	Shidzuoka Maru	Jap. N.Y.K.
Oct. 14	—	Moji, Kobe and Osaka	Omi Maru	Jap. N.Y.K.
Oct. 17	—	Nagasaki, Kobe, Yhaba	Chikugo Maru	Jap. N.Y.K.
Oct. 17	—	Nagasaki, Kobe & Yhaba	Saibu Maru	Jap. N.Y.K.
Oct. 17	—	Nagasaki	Simbiki	Rus. R.V.F.
Oct. 19	—	Moji, Kobe & Osaka	Kumama Maru	Jap. N.Y.K.
Oct. 24	—	Nagasaki, Kobe & Yhaba	Tatsumi Maru	Jap. N.Y.K.
Oct. 30	—	Moji, Kobe & Osaka	Omi Maru	Jap. N.Y.K.

FOR EUROPE INDIA, STRAITS, ETC.

Oct. 15	—	London, etc.	Kitano Maru	Jap. N.Y.K.
Oct. 15	—	London, etc.	Iyo Maru	Jap. N.Y.K.

FOR SOUTHERN PORTS

Oct. 13	—	Hongkong and Manila	Volunteer	Am. P.M.S.S. Co.
Oct. 13	—	D.L. Swatow	Tamsui	Br. B. & S.
Oct. 13	—	D.L. Swatow & Hongkong	Yingchow	Br. B. & S.
Oct. 14	—	D.L. Swatow	Wanchow	Br. B. & S.
Oct. 14	—	4.00 Ningpo	Hain Peking	Br. B. & S.
Oct. 14	—	4.30 Ningpo	Hain Ningbo	Br. B. & S.
Oct. 15	—	4.30 Ningpo	Kiangtee	Br. B. & S.
Oct. 15	—	Hongkong	Chungking	Br. B. & S.
Oct. 15	—	D.L. Hongkong and Canton	Sinkiang	Br. B. & S.
Oct. 15	—	Foochow	Hsinchi	Br. B. & S.
Oct. 15	—	D.L. Swatow, H'kong & C.	Wosang	Br. J.M. & Co.
Oct. 17	—	D.L. Amoy, H'kong & Canton	Suiyang	Am. P.M.S.S. Co.
Oct. 19	—	Hongkong and Manila	Encador	Am. P.M.S.S. Co.
Oct. 20	—	D.L. Swatow and Hongkong	Kaifong	Br. B. & S.

FOR NORTHERN PORTS

Oct. 13	—	Newchwang	Feiching	Chl. C.M.S.N. Co.
Oct. 14	—	P.L. W'wei, Chefoo & Tientsin	Kingsing	Br. J.M. & Co.
Oct. 15	—	Chefoo & Tientsin	Taihsun	Chl. C.M.S.N. Co.
Oct. 15	—	4.30 Dairen	Sakaki Maru	Jap. S.M.R.
Oct. 17	—	17.00 W'wei, Chefoo & Tientsin	Fengtien	Br. B. & S.
Oct. 18	—	5.00 Vladivostok	Simbiki	Rus. R.V.F.
Oct. 18	—	9.00 Tientsin and Dairen	Kobe Maru	Jap. S.M.R.
Oct. 19	—	D.L. Antung	Paoting	Br. B. & S.
Oct. 19	—	19.00 W'wei, Chefoo & Tientsin	Tungchow	Br. B. & S.
Oct. 20	—	Tientsin and Dairen	Daiichi Maru	Jap. O.S.K.
Oct. 22	—	Tientsin & Dairen	Keelung Maru	Jap. O.S.K.

FOR RIVER PORTS

Oct. 14	—	M.N. Hankow, etc.	Kianghsin	Chl. C.M.S.N. Co.
Oct. 14	—	M.N. Hankow, etc.	Kianghsin	Chl. C.M.S.N. Co.
Oct. 14	—	M.N. Hankow, etc.	Luenbo	Br. J.M. & Co.
Oct. 14	—	M.N. Hankow, etc.	Tachang Maru	Jap. N.Y.K.
Oct. 14	—	M.N. Hankow, etc.	Suiwo	Br. J.M. & Co.
Oct. 15	—	M.N. Hankow, etc.	Chungking	Br. B. & S.
Oct. 15	—	M.N. Hankow, etc.	Tafoo Maru	Br. B. & S.
Oct. 15	—	M.N. Hankow, etc.	Nankin	Br. B. & S.
Oct. 15	—	M.N. Hankow, etc.	Nanyang Maru	Jap. N.Y.K.
Oct. 15	—	M.N. Hankow, etc.	Tatung	Br. B. & S.
Oct. 15	—	M.N. Hankow, etc.	Wuchang	Br. B. & S.

*A.M. N.M.—MIDNIGHT. D.L.—DAYLIGHT.

Arrivals

Arrived	From	Ship's Name	Flag	Agents
Oct. 12	—	Ningpo	Kianghsin	Chl. C.M.S.N. Co.
Oct. 12	—	Hankow	Kianghsin	Chl. C.M.S.N. Co.
Oct. 12	—	Hankow	Luenbo	Br. J.M. & Co.
Oct. 12	—	Hankow	Tafoo Maru	Jap. N.Y.K.
Oct. 12	—	Foochow	Hsinchi	Chl. C.M.S.N. Co.
Oct. 12	—	Hongkong	Sinkiang	Br. B. & S.
Oct. 12	—	Hongkong	Venezuela	Am. P.M.S.S. Co.
Oct. 12	—	Hongkong	Volunteer	Am. P.M.S.S. Co.
Oct. 12	—	Japan	Chiyoda Maru	Jap.

Vessels Loading

For River Ports

HANKOW & PORTS.—The Str. Kiangfoo, Capt. J. M. Johanness, will leave on Sunday night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW & PORTS.—The Co's Str. Tachang Maru, Captain H. Yabuta, will be despatched from N.Y.K. Pootung Wharf on Monday, October 14, at about 12 o'clock midnight. For Freight or Passage apply to The Nishin Kisen Kaisha No. 5 The Bund Tel. No. 3256.

HANKOW & PORTS.—The Str. Kianghsin, Captain J. R. Milligan, will leave on Monday night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW & PORTS.—The Indo-China Steam Navigation Co's Str. Luenbo, tons 2,868 Captain Jackson, will leave on Monday, October 14, at about 12 o'clock midnight. For Freight or Passage apply to Jardine Matheson & Co., Ltd., General Managers, Pootung Wharf, Tel. No. 240, Freight Tel. No. 250.

HANKOW & PORTS.—The Co's Str. Tafoo Maru, Captain S. Horokawa, will be despatched from N.Y.K. Pootung Wharf on Tuesday, October 15, at about 12 o'clock midnight. For Freight or Passage apply to The Nishin Kisen Kaisha No. 5 The Bund Tel. No. 3256.

HANKOW & PORTS.—The Indo-China Steam Navigation Co's Str. Luenbo, tons 2,868 Captain Jackson, will leave on Monday, October 14, at about 12 o'clock midnight. For Freight or Passage apply to Jardine Matheson & Co., Ltd., General Managers, Pootung Wharf, Tel. No. 240, Freight Tel. No. 250.

HANKOW & PORTS.—The Co's Str. Tachang Maru, Captain H. Yabuta, will be despatched from N.Y.K. Pootung Wharf on Monday, October 14, at about 12 o'clock midnight. For Freight or Passage apply to The Nishin Kisen Kaisha No. 5 The Bund Tel. No. 3256.

HANKOW & PORTS.—The Co's Str. Tafoo Maru, Captain S. Horokawa, will be despatched from N.Y.K. Pootung Wharf on Tuesday, October 15, at about 12 o'clock midnight. For Freight or Passage apply to The Nishin Kisen Kaisha No. 5 The Bund Tel. No. 3256.

HANKOW & PORTS.—The Indo-China Steam Navigation Co's Str. Luenbo, tons 2,868 Captain Jackson, will leave on Monday, October 14, at about 12 o'clock midnight. For Freight or Passage apply to Jardine Matheson & Co., Ltd., General Managers, Pootung Wharf, Tel. No. 240, Freight Tel. No. 250.

HANKOW & PORTS.—The Co's Str. Tachang Maru, Captain H. Yabuta, will be despatched from N.Y.K. Pootung Wharf on Monday, October 14, at about 12 o'clock midnight. For Freight or Passage apply to The Nishin Kisen Kaisha No. 5 The Bund Tel. No. 3256.

HANKOW & PORTS.—The Indo-China Steam Navigation Co's Str. Luenbo, tons 2,868 Captain Jackson, will leave on Monday, October 14, at about 12 o'clock midnight. For Freight or Passage apply to Jardine Matheson & Co., Ltd., General Managers, Pootung Wharf, Tel. No. 240, Freight Tel. No. 250.

HANKOW & PORTS.—The Co's Str. Tafoo Maru, Captain S. Horokawa, will be despatched from N.Y.K. Pootung Wharf on Tuesday, October 15, at about 12 o'clock midnight. For Freight or Passage apply to The Nishin Kisen Kaisha No. 5 The Bund Tel. No. 3256.

HANKOW & PORTS.—The Indo-China Steam Navigation Co's Str. Luenbo, tons 2,868 Captain Jackson, will leave on Monday, October 14, at about 12 o'clock midnight. For Freight or Passage apply to Jardine Matheson & Co., Ltd., General Managers, Pootung Wharf, Tel. No. 240, Freight Tel. No. 250.

FOOCHOW.—The Str. Hsinchi, Captain E. Hansen, will leave on Tuesday morning. For Freight or Passage apply to C.M.S.N. Co.

HONGKONG and CANTON.—The China Navigation Co's Steamer Sinkiang, Captain H. A. Wavell, will leave from the French Bund direct for the above ports on Tuesday, October 15, at daylight. For Freight or Passage apply to Butterfield & Swire, Agents, Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG.—The Str. Chicago Maru, Capt. T. Saito, will be despatched from the Co's Yangtzepoo Wharf on Tuesday, October 15, at daylight. The steam-launch conveying passengers on board will leave the Customs Jetty at — on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4 The Bund, Tel. No. Central 4234 and 4235.

AMOI, HONGKONG and CANTON.—The China Navigation Co's Steamer Suiyang, Captain J. Gibbs, will leave from the French Bund direct for the above ports on Thursday, October 17, at daylight. For Freight or Passage, apply to Butterfield & Swire, Agents, Freight Tel. No. 77, Passage Tel. No. 401.

SWATOW & HONGKONG.—The China Navigation Co's Steamer Kaifong, Captain E. B. Jones, will leave from the French Bund on Sunday, October 20, at daylight. For Freight or Passage, apply to Butterfield & Swire, Agents, Freight Tel. No. 77, Passage Tel. No. 401.

TAKAO (Formosa) via FOOCHOW and KEELUNG.—The Str. Hohoku Maru, Captain S. Ohba, will be despatched from the Co's Yangtzepoo Wharf on Thursday, Oct. 24. The steam-launch conveying passengers on board will leave the Customs Jetty at — on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4 The Bund, Tel. No. Central 4234 and 4235.

For Northern Ports

NEWCHWANG.—The Str. Feiching, Capt. A. B. Baines, will leave on Sunday morning. For Freight or Passage apply to C.M.S.N. Co.

CHEFOO and TIENTSIN.—The Str. Taihsun, Capt. Westerland, will leave on Tuesday morning. For Freight or Passage apply to C.M.S.N. Co.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co's Steamer Fengtien, Captain H. Harris, will leave from the French Bund on Thursday, October 17, at 10 a.m. For Freight or Passage, apply to Butterfield & Swire, Agents, Freight Tel. No. 77, Passage Tel. No. 401.

ANTUNG.—The China Navigation Co's Steamer Paoting, Captain P. R. Purslow, will leave on Saturday, October 19, at daylight. For Freight or Passage, apply to Butterfield & Swire, Agents, Freight Tel. No. 77, Passage Tel. No. 401.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co's Steamer Tungchow, Captain Bennett, will leave from the French Bund on Saturday, October 19, at 10 a.m. For Freight or Passage, apply to Butterfield & Swire, Agents, Freight Tel. No. 77, Passage Tel. No. 401.

TIENTSIN and DAIREN.—The Str. Daiichi Maru, Captain H. Miyaji, will be despatched from the Co's Yangtzepoo Wharf on Sunday, October 20, at —. The steam-launch conveying passengers on board will leave the Customs Jetty at — on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4 The Bund, Central Tel. No. 4234 and 4235.

TIENTSIN and DAIREN via TIENTSIN.—The Steamer Keelung Maru, Captain S. Imai, will be despatched from the Co's Yangtzepoo Wharf on Tuesday, October 22, at —. The steam-launch conveying passengers on board will leave the Customs Jetty at — on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4 The Bund, Central Tel. No. 4234 and 4235.

TACOMA & SEATTLE CALLING AT VICTORIA B.C. via KOBE YOKOHAMA.—The Osaka Shosen Kaisha's Str. Andes Maru, Captain K. Saito, will be despatched on Tuesday, October 29. Through Bills of Lading are granted to overland points connecting with the Chicago, Milwaukee and St. Paul Railway Co. at Seattle, Tacoma and Vancouver. Consular invoices must accompany shipment to U.S.A. For freight please apply to The Osaka Shosen Kaisha, No. 4 The Bund, Tel. Nos. Central 4234 and 4235.

TACOMA & SEATTLE, VANCOUVER CALLING AT VICTORIA B.C. via NAGASAKI, KOBE YOKOHAMA.—The O.S.K. Steamer Manila Maru, Capt. N. Kobayashi, will be despatched on Saturday, October 26. Through Bills of Lading are granted to overland points connecting with the Chicago, Milwaukee and St. Paul Railway Co. at Seattle, Tacoma and Vancouver. Consular invoices must accompany shipment to U.S.A. The steam-launch conveying passengers on board will leave the Customs Jetty at — on the same day. For Freight or Passage, please apply to The Osaka Shosen Kaisha, No. 4 The Bund, Tel. Nos. Central 4234 and 4235.

TACOMA & SEATTLE, VANCOUVER CALLING AT VICTORIA B.C. via NAGASAKI, KOBE YOKOHAMA.—The O.S.K. Steamer Manila Maru, Capt. N. Kobayashi, will be despatched on Saturday, October 26. Through Bills of Lading are granted to overland points connecting with the Chicago, Milwaukee and St. Paul Railway Co. at Seattle, Tacoma and Vancouver. Consular invoices must accompany shipment to U.S.A. The steam-launch conveying passengers on board will leave the Customs Jetty at — on the same day. For Freight or Passage, please apply to The Osaka Shosen Kaisha, No. 4 The Bund, Tel. Nos. Central 4234 and 4235.

TACOMA & SEATTLE, VANCOUVER CALLING AT VICTORIA B.C. via NAGASAKI, KOBE YOKOHAMA.—The O.S.K. Steamer Manila Maru, Capt. N. Kobayashi, will be despatched on Saturday, October 26. Through Bills of Lading are granted to overland points connecting with the Chicago, Milwaukee and St. Paul Railway Co. at Seattle, Tacoma and Vancouver. Consular invoices must accompany shipment to U.S.A. The steam-launch conveying passengers on board will leave the Customs Jetty at — on the same day. For Freight or Passage, please apply to The Osaka Shosen Kaisha, No. 4 The Bund, Tel. Nos. Central 4234 and 4235.

TACOMA & SEATTLE, VANCOUVER CALLING AT VICTORIA B.C. via NAGASAKI, KOBE YOKOHAMA.—The O.S.K. Steamer Manila Maru, Capt. N. Kobayashi, will be despatched on Saturday, October 26. Through Bills of Lading are granted to overland points connecting with the Chicago, Milwaukee and St. Paul Railway Co. at Seattle, Tacoma and Vancouver. Consular invoices must accompany shipment to U.S.A. The steam-launch conveying passengers on board will leave the Customs Jetty at — on the same day. For Freight or Passage, please apply to The Osaka Shosen Kaisha, No. 4 The Bund, Tel. Nos. Central 4234 and 4235.

TACOMA & SEATTLE, VANCOUVER CALLING AT VICTORIA B.C. via NAGASAKI, KOBE YOKOHAMA.—The O.S.K. Steamer Manila Maru, Capt. N. Kobayashi, will be despatched on Saturday, October 26. Through Bills of Lading are granted to overland points connecting with the Chicago, Milwaukee and St. Paul Railway Co. at Seattle, Tacoma and Vancouver. Consular invoices must accompany shipment to U.S.A. The steam-launch conveying passengers on board will leave the Customs Jetty at — on the same day. For Freight or Passage, please apply to The Osaka Shosen Kaisha, No. 4 The Bund, Tel. Nos. Central 4234 and 4235.

TACOMA & SEATTLE, VANCOUVER CALLING AT VICTORIA B.C. via NAGASAKI, KOBE YOKOHAMA.—The O.S.K. Steamer Manila Maru, Capt. N. Kobayashi, will be despatched on Saturday, October 26. Through Bills of Lading are granted to overland points connecting with the Chicago, Milwaukee and St. Paul Railway Co. at Seattle, Tacoma and Vancouver. Consular invoices must accompany shipment to U.S.A. The steam-launch conveying passengers on board will leave the Customs Jetty at — on the same day. For Freight or Passage, please apply to The Osaka Shosen Kaisha, No. 4 The Bund, Tel. Nos. Central 4234 and 4235.

TACOMA & SEATTLE, VANCOUVER CALLING AT VICTORIA B.C. via NAGASAKI, KOBE YOKOHAMA.—The O.S.K. Steamer Manila Maru, Capt. N. Kobayashi, will be despatched on Saturday, October 26. Through Bills of Lading are granted to overland points connecting with the Chicago, Milwaukee and St. Paul Railway Co. at Seattle, Tacoma and Vancouver. Consular invoices must accompany shipment to U.S.A. The steam-launch conveying passengers on board will leave the Customs Jetty at — on the same day. For Freight or Passage, please apply to The Osaka Shosen Kaisha, No. 4 The Bund, Tel. Nos. Central 4234 and 4235.

TACOMA & SEATTLE, VANCOUVER CALLING AT VICTORIA B.C. via NAGASAKI, KOBE YOKOHAMA.—The O.S.K. Steamer Manila Maru, Capt. N. Kobayashi, will be despatched on Saturday, October 26. Through Bills of Lading are granted to overland points connecting with the Chicago, Milwaukee and St. Paul Railway Co. at Seattle, Tacoma and Vancouver. Consular invoices must accompany shipment to U.S.A. The steam-launch conveying passengers on board will leave the Customs Jetty at — on the same day. For Freight or Passage, please apply to The Osaka Shosen Kaisha, No. 4 The Bund, Tel. Nos. Central 4234 and 4235.

TACOMA & SEATTLE, VANCOUVER CALLING AT VICTORIA B.C. via NAGASAKI, KOBE YOKOHAMA.—The O.S.K. Steamer Manila Maru, Capt. N. Kobayashi, will be despatched on Saturday, October 26. Through Bills of Lading are granted to overland points connecting with the Chicago, Milwaukee and St. Paul Railway Co. at Seattle, Tacoma and Vancouver. Consular invoices must accompany shipment to U.S.A. The steam-launch conveying passengers on board will leave the Customs Jetty at — on the same day. For Freight or Passage, please apply to The Osaka Shosen Kaisha, No. 4 The Bund, Tel. Nos. Central 4234 and 4235.

Vessels In Harbor And At Woosung

Date	From	Ship's Name	Flag	Agents
Sept. 5	—	Glasgow	Idomenus	Br. B. & S.
Sept. 16	—	Japan	Malzu Maru	Jap. M.B.K.
Sept. 16	—	Hankow	Kiangyung	Chl. C.M.S.N. Co.
Sept. 25	—	Cruise	Pacific	Dan. G.N. Tel. Co.
Oct. 1	—	Japan	Meiho Maru	Jap.
Oct. 1	—	Hankow	Meiho	Am. S. Oil Co.
Oct. 3	—	Japan	Shinyu Maru	Jap.
Oct. 7	—	Cruise	Store Nordiske	Dan. G.N.T. Co.
Oct. 7	—	Japan	Tokio Maru	Jap. N.Y.K.
Oct. 8	—	Cruise	Lubing	Chl. Customs
Oct. 8	—	Hongkong	Dumbas	Fr. M. M.
Oct. 9	—	Hongkong	Yingchow	Br. B. & S.
Oct. 9	—	Japan	Ryoko Maru	Jap. N.Y.K.
Oct. 9	—	Japan	Metville D.	Br. R. D. & Co.
Oct. 9	—	Japan	Jinyo Maru	Jap.
Oct. 10	—	Japan	Taiwan Maru	Jap. N.Y.K.
Oct. 10	—	Japan	Glengyle	Br. Glen Line
Oct. 10	—	Japan	Salahadin	Dut. A. P. Co.
Oct. 10	—	Ch. Nwangtao	Feiching	Chl. C.M.S.N. Co.
Oct. 10	—	Japan	Gregory Apoor	Br. D. Sassoon & Co.
Oct. 10	—	Japan	Sambashi M.	Jap.
Oct. 10	—	Japan	Sakawa Maru	Jap. S. Shokai
Oct. 10	—	Hankow	Yenry	Br. B. & S.
Oct. 10	—	Swatow	Wenchow	Br. B. & S.
Oct. 10	—	Tacoma, Wash.	Javary	Am. B.A.T. Co.
Oct. 10	—	Hankow	Kiangtung	Chl. C.M.S.N. Co.
Oct. 10	—	Swatow	Tamsui	Br. B. & S.
Oct. 11	—	Tientsin, ports	Kingsing	Br. J.M. & Co.
Oct. 11	—	Hankow	Tachang Maru	Jap. N.Y.K.
Oct. 11	—	Chinwangtao	Taihu Maru	Jap.
Oct. 11	—	Chinwangtao	Sakawa Maru	Am. Socony.
Oct. 11	—	Chefoo	Taihsun	Chl. C.M.S.N. Co.
Oct. 11	—	Yangtze	Nagatagawa M.	Jap. S.S.
Oct. 12	—	Japan	Volunteer	Am. P.M.S.S. Co.

C. N. C.

CHINA NAVIGATION CO., LTD.

YANGTZE RIVER & CHINA COAST PORTS. FAST SCHEDULE SERVICES.

For CHINKIANG, NANKING, WUHU, KIUKIANG and HANKOW.—S.S. Woosung, Luenyi, Ngankin, Poyang, Tatung, Tungting, Wuchang and Chungking.—Sailing from the French Bund at midnight. These steamers connect at Hankow with the Company's regular sailings on the Middle Yangtze and Hunan Lines.

The steamers Wuchang and Chungking are specially fitted to handle heavy lifts, etc., but have no accommodation for foreign passengers.

Regular sailings every Tuesday, Wednesday, Friday and Saturday and every third Monday and Thursday.

For WEIHAIWEI, CHEFOO and TIENTSIN (and Peking via TIENTSIN).—S.S. Tungchow, Fengtien, Shuntien and Shengkang.—Sailing from the French Bund.

Regular sailing every Tuesday and Saturday and every alternate Thursday.

For AMOI, SWATOW, HONGKONG, and CANTON.—S.S. Suiyang, Sunning, Sinkiang, Yingchow, Singan and Kaifong.—Sailing from the French Bund. Weekly service every Thursday to Amoy and every Sunday to Swatow. Connections at Hongkong with service to Philippines and Australian ports will be advised upon application.

Regular sailing every Tuesday, Thursday and Sunday mornings.

For Ningpo.—S.S. Hsin Peking.—Sailing from the French Bund. Regular sailings every Monday, Wednesday and Friday at 4.30 p.m.

The above steamers have Electric Light throughout and are fitted with Electric Fans and Steam Heaters in State Rooms and Dining Saloons, and are otherwise completely equipped for the comfort and convenience of passengers.

For further particulars regarding Sailings, Passage Rates etc., see "THE TAIKOO SHIPPING GAZETTE" obtainable from the undersigned, or from The International Sleeping Car and Express Trains Co. (Astor House), or from Messrs. Thomas Cook and Son, Russo-Asiatic Bank Buildings, 15 The Bund.

BUTTERFIELD & SWIRE

Agents, 21-23 French Bund, Freight: Telephone Central 77, Passage: Telephone Central 401.

SHIPPING

N. Y. K.

NIPPON YUSEN KAISHA

(Japan Mail Steamship Co.)

Under Mail Contract with the Imperial Japanese Government

SAILINGS FROM SHANGHAI
(Subject to Alteration)

EUROPEAN LINE

For London or Liverpool via ports.
(For Liverpool).

ITO MARU	12,500
KITANO MARU	16,000

AMERICAN LINE

Via Pacific, calling at Hongkong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B. C. and Seattle, Washington.

KATORI MARU	19,000	Capt. I. Noma	Oct. 28
SUWA MARU	21,000	Capt. T. Sekine	Nov. 18
SHANGHAI-YOKOHAMA LINE (Via Nagasaki, Moji and Kobe.)			
SAISHU MARU	4,000	Capt. T. Oishi	Oct. 15
CHIKUGO MARU	5,000	Capt. M. Taniguchi	Oct. 17
TATEGAMI MARU	4,500	Capt. N. Tsurhashi	Oct. 24

SHANGHAI, MOJI, KOBE AND OSAKA LINE

TAKESHIMA MARU	4,500	Capt. R. Arakida	Oct. 12
KUMANO MARU	9,500	Capt. S. Saito	Oct. 19
TAKESHIMA MARU	4,500	Capt. R. Arakida	Oct. 26
OMI MARU	7,000	Capt. M. Machida	Oct. 30

FOR JAPAN

SHIZUOKA MARU	12,500	Capt. S. Yamazaki	Oct. 14
---------------	--------	-------------------	---------

KOBE TO SETTLE

KAMO MARU	16,000	Capt. R. Shimidzu	Oct. 18
-----------	--------	-------------------	---------

FOR HONGKONG

KASHIMA MARU	19,000	Capt. Y. Tozawa	Dec. 4
KASHIMA MARU	19,000	Capt. Y. Tozawa	March 5

FOR MANILA AND HONGKONG

SUWA MARU	21,000		Oct. 24
FUSHIMI MARU	21,000		Nov. 26

AUSTRALIAN LINE

Regular Four-Weekly Service between Japan ports and Australia (calling at Hongkong and Manila).

NIKKO MARU	10,000		Oct. 20
TANGO MARU	12,500		Nov. 20

CALCUTTA LINE

Regular Fortnightly Service between Yokohama and Calcutta (calling at Shanghai on homeward voyage).

BOMBAY LINE

Regular Fortnightly Service between Kobe and Bombay (calling at Shanghai on homeward voyage).

The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostok, and also between the principal ports in Japan.

For freight, passage and further information apply to
T. IBUKIYAMA, Manager, Nippon Yusen Kaisha.
Tel. Address: Yusen, Shanghai.

BOLSHEVIKI PREPARE GENERAL MOBILISATION

Activities Growing On Sizrán-Samara Front At Grain Distributing Center

Reuter's Pacific Service

Vladivostok, October 11.—The activities of the Bolsheviks are growing in intensity on the Sizrán-Samara front. The press here comment on the importance of Samara as a grain distributing center, adding that its loss would be a fatal blow to the prestige of the Allies and to the Russian loyalists in Russia. The latest news from Russia is that the Bolsheviks are making preparations for a general mobilisation for the fighting on the Siberian front.

In the region of the North Urals 8,000 Bolsheviks advancing on Ekaterinburg have been severely defeated and repulsed by the Czech-Slovak Siberian forces. The enemy lost over a thousand killed while three armored trains, eleven locomotives and sixty machine-guns were captured.

It is announced here today that the Russian Minister in Peking has ordered the Russian authorities in Harbin to restrain the Ukrainian Consul in Manchuria from exercising such functions and, in the event of recalcitrancy, to arrest him as a representative of a part of Russia which is co-operating with Germany.

Kaiser To Summon Meeting On Peace

(Continued from Page 1)

Wilson has wisely abstained from replying.

Unconditional Surrender Demanded

New York, October 9.—Comment in the American press on President Wilson's reply generally emphasises that there can be no negotiations without unconditional surrender, although President Wilson has cleverly thrown back German insincerity upon the enemy Government, who is now left without the desired excuse that it has asked in vain for peace upon President Wilson's own conditions. Germany consequently is now wallowing in a terrible diplomatic

hole and bereft of any useful propaganda for home consumption. Want More Than Fourteen Points. London, October 10.—The Daily Chronicle remarks that if President Wilson's preliminary enquiries are answered a full statement will doubtless be made after consultation with the Allies and it will naturally embody much more than the "fourteen points," which are partly out of date. President Wilson makes it clear that there will be no armistice or negotiations till we have something more than the perfidious Hohenzollerns to negotiate with.

Acid Test For Germany

The Daily Telegraph remarks "Are you honest?" is the meaning President Wilson has expressed in smooth sentences with iron and steel in their texture. It is a polite way of telling Germany and Austria to take their bloodstained hands off every victim. The Allies want to tolerate bluff and if Germany wants an armistice she must sue as a loser.

The Morning Post remarks that President Wilson has gauged the temper of his own people and the Allies rightly in refusing to come to terms with the enemy still on the soil of France and Belgium and still boasting that he is still unrepentant.

The Daily News says that the reply is assured of the unanimous endorsement of every Allied country. The acid-test of Germany's good faith will be her reply to the demand for a withdrawal from the invaded territory; to comply means a frank confession of defeat; to resist is to take the road to ruin. Any answer except a plain "yes" will be given its value. A plain "no" and the war will take its course.

The Daily Express states that it is the Reichstag, not the Kaiser, which must answer to President Wilson.

The Daily Mail remarks that President Wilson's determination to leave questions of military importance to the High Command, which means Marshal Foch, is one he shares with Lincoln. His reply confirms the complete unity of the Allies.

The Times comments that the firm and wise reply, characteristic of

President Wilson's sincerity and clearness of thought and expression, eliminates all idea of an armistice as a preliminary to any discussion. He does not promise an armistice even if Germany evacuates the invaded territory. Evacuation is the first, but certainly not the only condition before the consideration of an armistice is possible.

Austria Aids For Peace

London, October 10.—There are numerous indications of the eagerness of Austria for peace. A rumor in Vienna that an armistice had been concluded on all fronts compelled the Government to issue a warning against premature hopes.

Meanwhile the German National Council in Austria is urging against a separate peace and demanding the creation of an independent German State in Austria.

It is reported that the Ministerial Council in Vienna has decided to introduce national autonomy in order to meet the stipulation made by President Wilson.



Anxious Mothers

MANY mothers are worried about the changing of Baby's Food from time to time. The Food that suits at six weeks of age will not suffice at six months. The 'Allensburys' Foods are the only system of infant feeding that provides for Baby's needs step by step—a progressive dietary suited to Baby's growing digestive powers from birth onwards. The juice of grapes, oranges, or meat juice so beneficial to the hand fed baby can be given with these Foods, and instructions are furnished on each package.

Allensburys Foods
Promote Health and Sturdy Development.



KODAK Finishing
Is a special thing with us.
Try us and note the difference.

Burr Broadway

NESTLÉ'S FOOD

Sold by the best Druggists and Stores
Wholesale Depot, 8 Nanking Road, Shanghai



Doctor's Opinion in China:

"I have found Nestlé's Food valuable among my Hospital patients, especially with those suffering from weak and disordered digestion. Nephritis, chronic diarrhoea and dysentery cases, as well as typhoid fever, have been helped by it."

FURS! FURS! FURS!

BEAUTIFUL FURS FOR FALL AND WINTER
Just opened up

We have devoted a vast amount of time and effort to the preparation of our NEW FALL and WINTER GOODS. Our well-stocked departments are worthy of your inspection. Visit us. We will convince you of our many advantageous offerings in every line of your requirements.

REMEMBER!

Our low prices will make you feel
EVERY DAY IS A BARGAIN DAY
in our store.

The Sincere Company (Shanghai), Ltd.
UNIVERSAL PROVIDERS
Nanking Road Tel. 4733

U.S. GRANTS BELGIUM \$5,000,000 CREDIT

Makes Total Of \$171,476,666
Since America Entered
The War

(American Wireless To Reuter)

Washington, October 11.—(Received at French Wireless Station).—The Treasury Department announced a new credit of \$5,000,000 to Belgium, making a total of \$171,476,666.

Chinese In America Celebrate October 10

(American Wireless To Reuter)
San Francisco, Cal., October 11.—(Received at French Wireless Station).—Chinese throughout the United States celebrated the seventh anniversary of the birth of the Chinese Republic by suspension of business and literary exercises in which American and Allied officials participated.

IMPORTANT ANNOUNCEMENT!

HILL'S WINTER BAZAAR

WILL OPEN TOMORROW

At 12, Nanking Road, opposite Robinson Piano Co.

Since closing up our retail business in Shanghai 4 months ago we received a large shipment of New Autumn and Winter Outfitting Goods for Ladies, Gentlemen's and Children's Wear, also Household Linens.

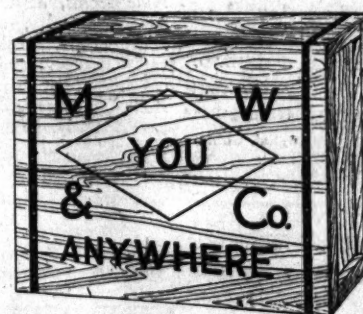
As we have given up our retail business this Bazaar is held with the sole object of clearing the entire stocks, amounting to about \$35,000,000, as speedily as possible.

In order to do so effectively the goods are marked at abnormally low prices regardless of the enormous home advances that are taking place almost daily.

In fact Hill's Bazaar this season affords everyone an exceptional opportunity of purchasing perfectly New Goods at practically Pre-War Prices, for the reason that with us it is not a question of profits, but a question of sheer necessity to dispose of an unexpected shipment of seasonable goods.

Think what it means to you: A rich assortment of New and Useful Goods is offered at the beginning of the Season at substantially Lower Prices than it is possible to do in a regular retail establishment burdened with high rent, grand fixtures, expensive assistants; add to the above Our Guarantee that every article offered at this Bazaar is exactly as represented, and you will readily see the necessity of taking FULL ADVANTAGE offered by Hill's Bazaar.

BE AMONGST THE FIRST!



You will see the mark of Montgomery Ward and Company on boxes and crates of quality merchandise in ports the world over. For more than fifteen years we have exported to consumers and merchants in nearly every corner of the globe.

WE SELL EVERYTHING for the home, office, farm or school. Groceries, Dry Goods, Clothing, Furniture, Hardware, Electrical Goods, Gas Engines, Bicycles, Farm Implements, etc.

Owing to the rapid growth of our business in the Far East, and the greatly increased demand for our catalogue, we now keep a supply of our latest issue at the following offices:—

AMERICAN EXPRESS COMPANY } MANILA
HONGKONG
SHANGHAI

Write today to the nearest office for a free copy of our handsome catalogue, illustrating thousands of articles of American manufacture at money-saving prices. In it we explain full details of our favorable shipping arrangements and low carload rates to the Orient.

In addition to our large freight shipments, we export hundreds of Parcel Post packages every day.

To the United States Postal Agency at Shanghai, we can ship parcels up to a weight of fifty pounds each at a rate of 12 cents per pound or fraction thereof.

No matter where you live, it will pay you to get our catalogue and place a trial order. We absolutely guarantee safe delivery.

MONTGOMERY WARD & CO.
Chicago, U. S. A



Dr. C. CAMERON

DENTAL

SPECIALIST

38 Nanking Road

SHANGHAI

Office Hours

9 to 12
2 " 6

Electric Fires

Are The Best!
WHY?

No Danger from Fire. No Dust. No Ashes.
No Nerve Racking Job of Lighting It.
No Explosion. No Smell. No Flues.

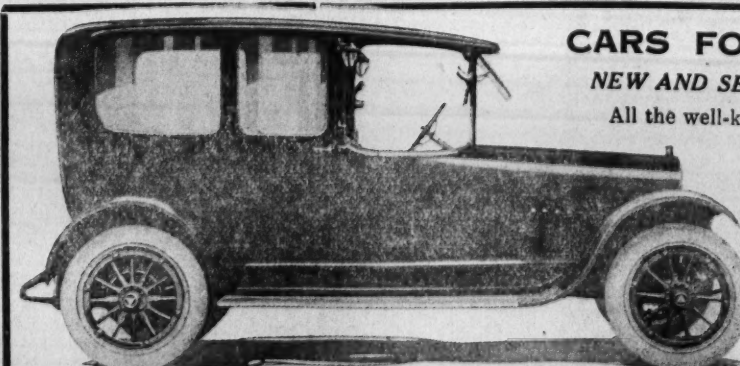
NO BURNED FINGERS.

It is Portable, Clean and Healthy. Special Cheap Rate for Heating.

Orders received at

MUNICIPAL ELECTRICITY DEPARTMENT
SHOWROOMS: 471-2 NANKING ROAD. TEL. CENTRAL 2660.

Large Display Advertisements
intended for the Sunday issue of The China Press
should be sent in before 5 p.m. on Friday



CARS FOR SALE
NEW AND SECONDHAND

All the well-known makes

2, 4, 6 & 8 Cylinders

TRIAL TRIPS
may be arranged
by appointment

Phone:
Central 402

AUTO ASTLE: 228, Avenue Joffre (opposite French Fire Station)

Business and Official Notices

IN THE UNITED STATES COURT FOR CHINA

In re Estate of
PEDRO DIAZ,
Deceased.

Cause No. 686

Notice is hereby given to all parties interested that the undersigned has been appointed Administratrix of the above named decedent's estate; that all persons having claims against the said estate are required to present the same for payment, with vouchers, to the undersigned on or before March 21, 1919, and all persons owing the said decedent are required to make payment to the undersigned.

MATEA DIAZ,
Administratrix,
129 Haining Road,
Shanghai, China.

September 22, 1918.

19421.

IN THE UNITED STATES COURT FOR CHINA

In re Last Will and
Testament of
DEMETRIO R. TRINIDAD,
Deceased.

Cause No. 688

Notice is hereby given to all parties interested that the undersigned has been appointed Executrix of the above named decedent's estate; that all persons having claims against the said estate are required to present the same for payment, with vouchers, to the undersigned on or before March 21, 1919, and all persons owing the said decedent are required to make payment to the undersigned.

EMELIA TRINIDAD,
Executrix,
144 P.D.A. Haining Road,
Shanghai, China.

September 22, 1918.

19422.

IN THE UNITED STATES COURT FOR CHINA

In re Last Will and
Testament of
ANITA McFARLANE HAZELTON,
Deceased.

Cause No. 685

Notice is hereby given to all parties interested that the undersigned has been appointed Special Administrator of the above named decedent's estate; that all persons having claims against the said estate are required to present the same for payment, with vouchers, to the undersigned on or before March 21, 1919, and all persons owing the said decedent are required to make payment to the undersigned.

WILLIAM A. CHAPMAN,
Special Administrator,
11 Whangpoo Road,
Shanghai, China.

September 22, 1918.

19424.

BUTTER!
BUTTER!!
BUTTER!!!

Fresh Butter in one-lb. pats.

"DAISY" BRAND

and

"MEADOW" BRAND

may be obtained from all leading Storekeepers in Shanghai and the principal Outports. Shipped to Outports packed in pure machine made ice.

Tinned Butter in 2 lb. (nom) tins
Finest Australian

"BULLFINCH" BRAND

and

"RED FEATHER" BRAND

Imported by

GEDDES & CO., LTD.

Tel. 346.

5 Peking Road.

Amusement Advertising
will be found on
Page 17

Shanghai Rowing Club

AUTUMN REGATTA AT HENLI

October 27, 1918

PROGRAM

Griffins' Fours
Hong Fours
Griffin Tub Sculls
International Trial Fours
Sailing Race
S.V.C. and Fire Brigade Fours
Griffins' Pairs
Club Fours
Committee and Club Eights.
Motor Boat Race.

Special train arrangements will be made for competitors on Oct. 13 and 20, and for members and visitors on October 26 and 27.

HOUSEBOAT MOORINGS

Members and visitors requiring houseboat berths are requested to make early application. Stations will be allotted in the order in which applications are received. It is advisable to make early arrangements with Towing Companies.

By Order of the Committee,
E. A. ERICSON,
Hon. Secretary.

19713

FOR SALE: Fine house on Avenue Joffre, standing in own garden and tennis lawn, with stable and garage. Nine rooms, besides usual kitchen, pantry, laundry, servants' kitchen and quarters, boxroom and conservatory. Doors and windows steel-cased. Finest fittings complete. Built for owner's own use. Apply to Ben Building, 25 Avenue Edouard VII. Phone Central 1930.

19716

Yut Sae Chang & Co.

Wholesale Hardware Merchants,
Building Contractors
Engineers' Supplies.

A1284 BROADWAY, SHANGHAI.

Ball-Bearing Skates, Basket Balls,
Stove Polish, Door Springs and
Vacuum Bottles.

17997

TO LET, shortly, on corner Avenue Edouard VII and Rue Montauban, very large Shop Fronts with modern plate-glass windows, suitable for show-rooms of offices. Also Godowns and one Office Room. Apply to Ben Building, 25 Avenue Edouard VII. Phone Central 1930.

19717

NOTICE

We have today authorised Messrs:

**A. E. MARKER
F. SCHWYZER
M. WOLFERS**

to sign for our company by procuration.

October 14, 1918.

ARNHOLD BROTHERS & CO., LTD.

19724

Dr. Oks, M.D.

Specialist for diseases of and operations on eyes, ears, throat and nose.

9-11 a.m. and 1-4 p.m.

3 Kiukiang Road. Tel. Cent. 1801.

19718

BUY A BOND HELP

to end the War in the only
way it can be ended—by the
crushing defeat of Germany

This space contributed by
MACTAVISH & CO., LTD.

SPACE FOR PORT SAID

S.S. "YESAN MARU" leaving hence the end of Oct. or beginning of November.

Space for Marseilles

S.S. "No. 12 KENKON MARU" leaving hence on or about Oct. 25th.

S.S. "ITSUKUSHIMA MARU" leaving hence the end of Oct. or beginning of November

For particulars please apply to the

Nippon Yusen Kaisha, Shanghai,
Foreign Export Dept.

19723

STUDY AT HOME

In Your Spare Time, Without Neglecting Your Present Work. Under Capable, Qualified Professors. Explain how I can qualify for the position before which I have marked x.

Architecture	Sanitary Engineering
Contracting and Building	Plumbing
Civil Engineering	Heating and Ventilating Engineering
Structural Engineering	Drafting and Estimating
Electrical Engineering	Architectural Design
Electro Mechanical Engineering	Machine Drawing and Design
Hydro Electric Engineering	Sheet Metal Pattern Drafting
Telephone Practice	Complete Law
Mechanical Engineering	Business Law
Steam Engineering	Real Estate Law
Automobile Engineering	Accountancy and Business Administration
Shop Practice	Practical Bookkeeping and Accounting
Automobile Operation and Repair	Shorthand Type-writing and Bookkeeping
Fire Prevention and Insurance	College Preparatory
Fire Insurance	Engineering Preparatory

LEARN MORE! EARN MORE!

Choose your course, write address and name below and send for catalog and particulars to the AMERICAN SCHOOL OF CORRESPONDENCE.

Dept. 2, 34 Nanking Road, Shanghai

Name Address

City

MILD STEEL PLATES

From the thinnest to the thickest gauge

1/32", 1/16", 3/32", 1/8", 3/16", 1/4", 5/16", 3/8",
7/16", 1/2", 5/8", 3/4", 7/8", and 1".

Complete specification and quotations will be forwarded on application to

W. Z. ZEE & SONS

(Zung Lee and Sons).

Broadway, Shanghai

Tel. No. N. 1468

MACHINES FOR

Calculating	Cheque-writing
Adding	Paper-Punching
Listing	Paper-Clipping
Typing	Perforating
Numbering	Embossing
Copying	Eyeletting
Dating	Stamping

Carbons, Ribbons, Erasers,
and a complete line
of office supplies
in stock

Filing Systems A Specialty

Phone
Central
4778

THE OFFICE APPLIANCE CO.

4 Canton Road, Shanghai

Phone
Central
4778

STEWART VACUUM GASOLINE SYSTEM

Over the roughest roads it insures an absolutely positive gasoline feed. It is self-contained, simple in construction; nothing to get out of order, nothing that needs attention.

For particulars, apply to the Sole Agents,

The Shanghai Horse Bazaar & Motor Co., Ltd.

MASON & CO.

CONFECTIONERS

No. 90 BUBBLING WELL ROAD, (OPPOSITE RACE COURSE)

Fancy Cakes and Candies of French Style in All Descriptions

Telephone Central 3839



LOMBIO

CURES PILES

Prickly Heat, Eczema,
and all Skin Troubles.

LOMBIO gives immediate relief from the intolerable itching, irritation and pain, stops bleeding, draws out the heat from the inflamed tissue and effects a permanent cure.

To be obtained from local agent

Shanghai Dispensary

24 Foochow Road, Shanghai

Sole Proprietors:

LOMBIO COMPANY,

15, New St. Bishopsgate,

London, E.C.

SHIRTINGS

A good selection of patterns of Men's Shirtings is always on hand at

"V" Modes

20 Nanking Road, 3rd Floor

TRANSLATIONS

TRANSLATOR, who has considerable experience in legal, consular, syndicate, journalistic, commercial and official translator work undertakes translation in English and Chinese of agreements, petitions, letters, legal documents, advertisements, and commercial documents, etc. Please apply to Chang Nieh-yun, 1 Museum Road, or P.D., 159 Haining Road, opposite West End Lane.

Classified Advertisements

2 cents a Word (Minimum Charge 40 cents)

All Advertisements must be Prepaid

Replies must be called for

APARTMENTS

WINDSOR HOUSE

14-15 Quinsan Gardens

Comfortable rooms, front and back, with bath, electric and verandah, to let. Apply to Mrs. G. F. P. L. Telephone North 432.

CONNAUGHT HOUSE

8 Quinsan Gardens

TO LET with Board large and small comfortable rooms, with bath, electric and verandah. Accommodation for table boarders. Apply Mrs. G. F. P. L.

TO RENT from 15th instant,

newly and well furnished rooms with bathrooms attached, suitable for married couples or bachelors. Hot and cold water, tennis court, garage, stabling, telephone, etc. Apply Mrs. W. L. 167 Bubbling Well Road.

FOR RENT: 7 Monkham's Terrace,

from November 15, 4 rooms, partly furnished, 40 Tls. Apply Tewksbury, 5 Quinsan Garden.

FLAT of four large rooms (furnished),

verandah, bathroom, kitchen and servants' quarters, in Carter Road, without board. Terms Tls. 120 per month, taxes, water, lights and phone included. Apply to Box 74, THE CHINA PRESS.

19720 O-15

FOR \$90.00: Large, double room

(bathroom attached). Central district. Excellent board. Apply to Box 67, THE CHINA PRESS.

19725 O-17

TO LET: A furnished room

with balcony overlooking the Bund. Gentleman only, without board. Private family. Apply to Box 64, THE CHINA PRESS.

19699 O-12

ROOM and board in quiet

neighborhood, newly furnished and finished. Table under French supervision. Apply to 6 Wayside Road.

19694 O-16

TO LET, a flat of two front rooms

with verandah, kitchen and bath room, in the vicinity of Quinsan Gardens, with private family. Apply to Box 33, THE CHINA PRESS.

19623 O-13

TO LET, two big rooms, with

verandah and bathroom attached; also attic room with bathroom. Apply to Box 43, THE CHINA PRESS.

19659 O-13

TO LET: 51 Szechuen Road,

unfurnished rooms, single suites or flats. Steam heat, hardwood floors, modern baths, hot water services.

19539

SITUATION VACANT

WANTED, an advertising salesman of highest-class to solicit advertising for special edition of well-known publication. Write to Box 76, THE CHINA PRESS.

19722

WANTED, by British firm, young

foreigner with experience of office routine. Preference given to one with knowledge of shorthand. Good commencing salary and prospects to suitable applicant. Apply to Box 75, THE CHINA PRESS.

19721

TWO LADY STENOGRAPHERS

wanted for Tientsin. Excellent position with old established firm. Good salary. Reply to Box 40, THE CHINA PRESS.

19719 O-16

SALESMAN (or woman), and

general canvasser wanted. Only experienced persons need apply. Good salary and position to right party. Reply to Box 41, THE CHINA PRESS.

19719 O-16

WANTED, first-class steno-typist,

Portuguese or Chinese. One with filing experience and knowledge of accounting preferred. Good wages. Apply, with copies of testimonials, etc., to Box 55, THE CHINA PRESS.

19680 O-16

SITUATIONS WANTED

AMERICAN, general office experience, year and half in Shanghai, wants accounting or other clerical position. Salary, Tls. 200 per month. Apply to Box 73, THE CHINA PRESS.

19715 O-15

WANTED, private typing work by experienced steno-typist. Terms moderate. Apply to Box 54, THE CHINA PRESS.

19679 O-16

HOUSES TO LET

HOUSE TO LET, 32 Markham Road, six rooms, newly repaired; near Carter and Sinza Trams. Garage if required. Apply 24 Rue Chapal.

19704 O-15

APARTMENTS WANTED

WANTED, by bachelor, apartment with one or two bedrooms, sitting room, bathroom and kitchen, furnished or partly furnished. Answer to Box 70, THE CHINA PRESS, stating location and yearly rent.

19711 O-16

MASSAGE

RUSSIAN LADY (Petrograd graduate), experienced masseuse. Treatment of obesity, rheumatic complaints, general debility, strengthening of muscles and nerves. Development of weak children a specialty. Face Massage. Mme. M. Naoumova, Palace Hotel, Room No. 321.

19431

Exchange and Mart

FOR SALE: Ford touring car, used four months; also International Savings Bond. Premium paid one year. Apply to Box 71, THE CHINA PRESS.

19712 O-16

FOR SALE: Riding outfit; one pair thick cord riding breeches, chamois patched knees; two pairs white linen breeches, and one pair black riding boots, with trees, size 8. \$30 or nearest. Apply to Box 72, THE CHINA PRESS.

19714 O-13

FOR SALE: 15 choice Kams-tscaka sable skins. Apply North Szechuen Road Ext., 39, Magnolia Terrace from 1 to 2 o'clock and from 6 to 8 p.m.

19673

FOR SALE: One 1/4-plate camera, one 12-bore sporting gun, both British make. For full particulars, apply to Box 53, THE CHINA PRESS.

19676 O-12

FOR SALE: One 12-bore hammerless sporting gun for Tls. 35.00. Further particulars, apply to Box 68, THE CHINA PRESS.

19701 O-15

FOR SALE: one copy Giles Dictionary (1892 edition), in good condition. Apply to Box 65, THE CHINA PRESS.

19701 O-15

FOR SALE: A bargain, American "Racyle," in first-class condition, puncture-proof tyres. Write at once; addresses to Box 63, THE CHINA PRESS.

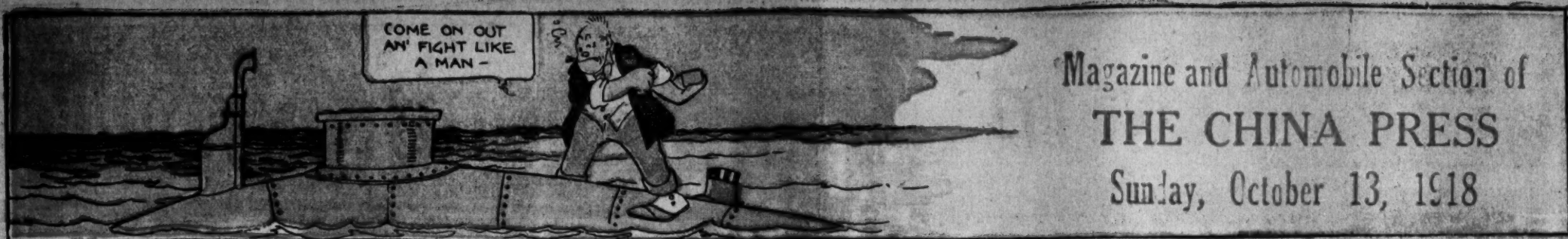
19708 O-13

WANTED, to exchange house property in Shanghai for Bund property in Ningpo (11 mow). Address Hudson & Co., Ningpo.

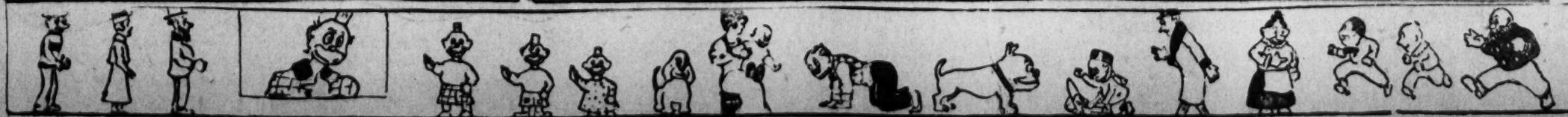
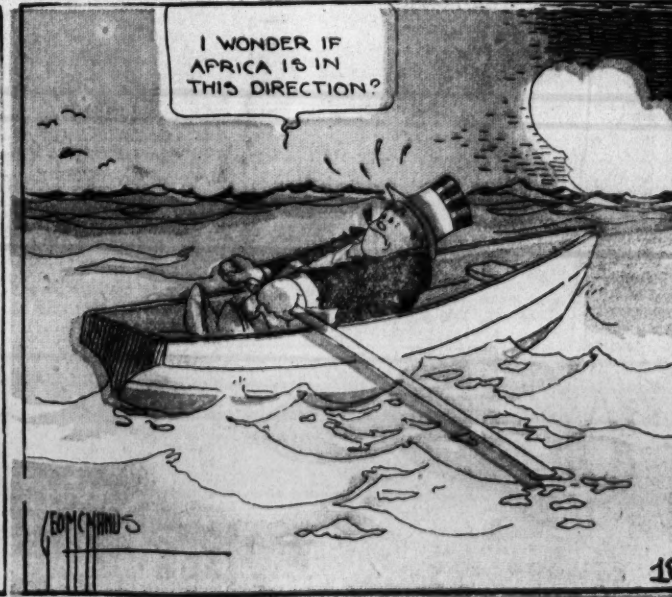
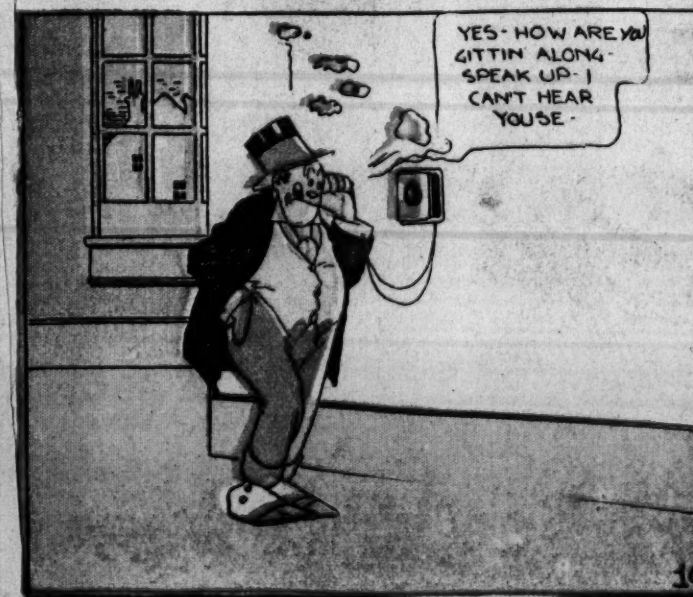
19681 O-16

SAFETY Razor Blades Sharpened. Old blades made as good as new, 50 cents a dozen, single blades; 70 cents, double. Y.M.C.A. Barber Shop, 120 Szechuen Road.

19167



Bringing Up Father



Oddities in Evening Gowns

By Lady Duff-Gordon
(“LUCILE”)

THIS page displays some of the oddities of the late Summer evening gowns. Study them well, for that which strikes the eye and registers upon the mind at first as an oddity frequently resolves itself into another impression of extreme chicness.

The middle picture might well be captioned the Winged Gown. The wide, diaphanous sleeves fall from the outstretched arms as the wings of a butterfly are spread. I derived my inspiration for the gown from a yellow and black butterfly.

The central motif, which might be termed the body of the butterfly, is of deeper yellow, a rich orange silk, that falls in heavy velvet-like folds about the figure, gathered in a clinging embrace about the ankles. The high, plain, straight girdle of black satin accentuates this butterfly's body effect. The full wing-like sleeves of paler yellow increase it. The design in yellow embroidered on the front of the girdle, as a single stroke in a painting, may lend character to the whole, and gives an Oriental character to the robe.

Purple blends with blue in a harmony to which I have given the name The Twilight Gown. Late twilight it is, at that mysterious moment when the gray of the intermediate hour melts into the black of night.

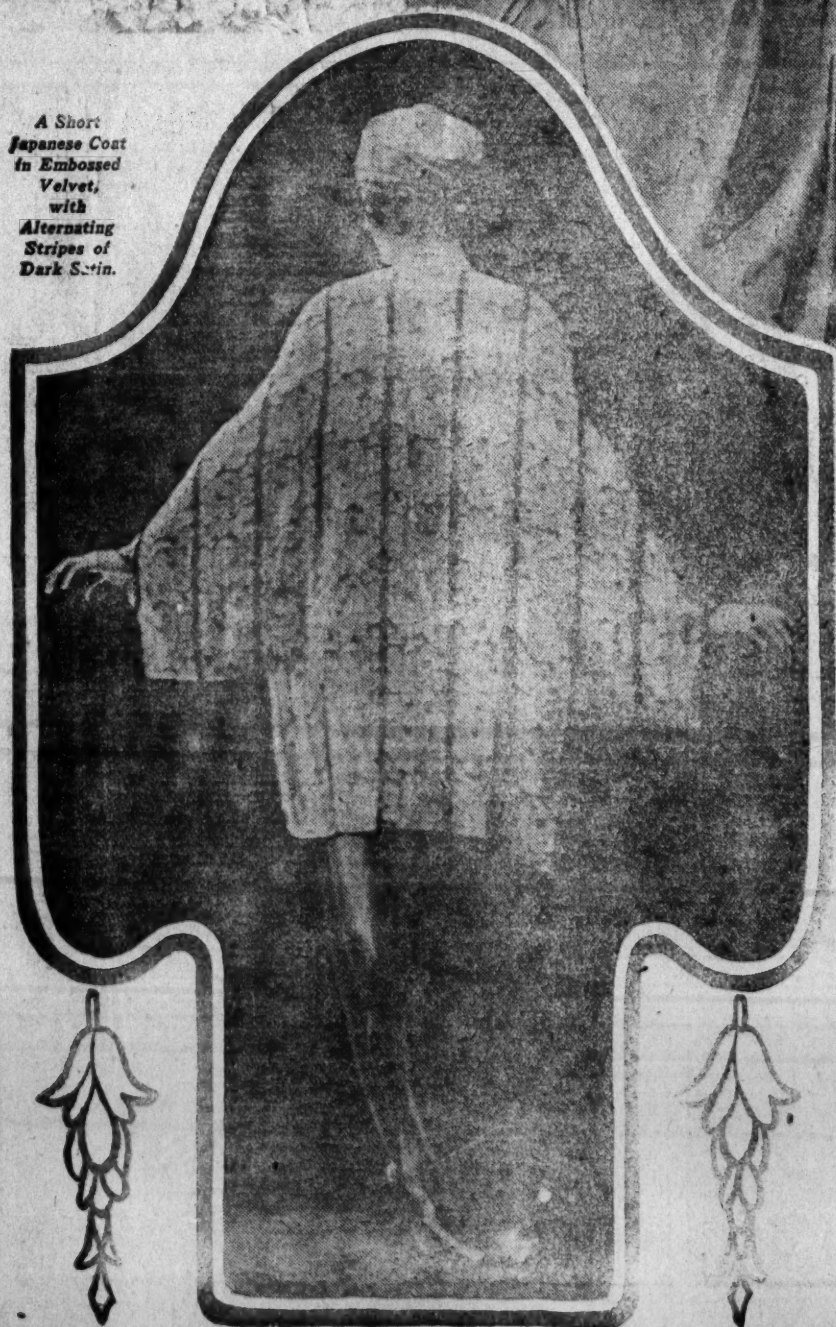
A deeply purple satin forms the foundation of the gown. Over this is placed a long tunic of blue chiffon, parted at the back, and having the singular effect of parting into a train on either side instead of at the back.

This blue chiffon slip, long-sleeved and with low V neck at front and back, gives that lightness which subtracts from what might be the too

substantial character of the gown. A paler purple, a cousin of lavender, is worn over the blue chiffon slip. That, too, is parted at the back. I trust that you will agree with me that this is a pleasing novelty.

Third of the oddities, which I prefer to term novelties, is the short kimono-like coat. Of simplest Japanese lines, its beauty consists in the richness of the embossed velvet, alternating with narrow black stripes, which compose its building material. Worn over the blue satin robe and with the draped headdress of paler blue, it is a pleasant portent of what we may expect to see at the early plays and first evenings of the opera of the next amusement season.

A Short
Japanese Coat
in Embossed
Velvet,
with
Alternating
Stripes of
Dark Satin.



Inspiration for This Winged Gown:
Gorgeous Yellow and Black Butterfly.

LADY DUFF-GORDON, the famous “Lucile” of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion. Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive, Chicago.

A Novelty
in
Evening
Gowns
That Is an
Omen
of What We
May Expect
to See at Smart
Affairs
in the Autumn.



LONDON UPHOLDS THE LODGE PEACE TERMS

Press Agrees That War Must End In A Democratic, Not Diplomatic, Peace

FOE MUST ADMIT DEFEAT

Otherwise Hope Of A Real League Of Nations Would Be Vain And Another War Come

London, August 26.—Senator Lodge's program of war aims contains no specification making a clearer appeal to the British people than his exclusion of the possibility of another treaty of Vienna. The war for democracy will be democratic, and not a diplomatic peace.

Practically all the organs of English public opinion are agreed that no peace which satisfies German autocracy can satisfy British democracy. Here and there is some quarrel with the use of the phrase "dictated peace" on the ground that it too nearly resembles the "knock-out blow" policy, but on the essentials there is practical unanimity of view. Peace intrigues, whether engineered by a discredited deposed monarch or by any other German agency, are under the circumstances calculated to have a sorry career and in the light of the developments which have taken place since the words were uttered by that English statesman, Mr. Asquith, who said it would be easy to reject a first German peace offer, but that it might be difficult to deal with a second, might wish to revise his prediction. Great democrats that he is the late Premier would undoubtedly agree that the democracy which is winning the war will settle terms of peace.

Lord Hugh Cecil, in the course of correspondence dealing with Lord Lansdowne's proposals, has admirably delineated what may be described as the dominant temper of the British people. The British Government, he says, cannot, as Lansdowne thinks, endeavor to facilitate the opening of negotiations, because much more is now at issue than the cause of British intervention.

"The war is now a crusade," he writes. "We fight to overthrow a principle, stamp out a moral dis-

ease, extirpate an abomination. The war is no longer one between two groups of nations. It is the civilised world fighting to chastise rebels against its fundamental laws. The war can end not in conversations and negotiations as between equals, but in the recognised defeat, and consequent submission, of the rebel nation.

"If the result of the war were to show that Germany could hold its own against the world, unconditioned nationalism which is the evil principle that Germans maintain would have been justified in point of force, though not of right. It is vital to the idea of supernatural supremacy, which is implied in a league of nations, to prove that there is a power in the world greater than the strength of the most warlike nation. Otherwise Germany might become neither a loyal member nor even an obedient subject of the league. Its nationalism might still remain undimmed, seeking afresh to strengthen itself by accumulated force till it should be strong enough to fight again. Other nations would be obliged to do likewise, and the league would fail of its purpose.

"The war must be fought till it ends in the submission of Germany. By submission I do not in the least mean destruction. Indeed, it is not, I believe, possible to destroy a strong and united nation by military defeat. We do not seek to destroy Germany, but we seek to force the Germans to recognise that they have been defeated and to submit to the

authority of a world stronger than they. Moloch must be humiliated in sight of all his votaries if they are to accept a purer faith."

Washington, August 26.—Senator Lodge's statement of the "irreducible minimum" in peace terms beyond which the United States and the Entente Powers should not yield has found a prompt response in Italy. The Italians, according to a diplomatic despatch received from Rome today, are particularly pleased by the statement which Senator Lodge made regarding Italian aspirations. The despatch follows:

"The declaration by Senator Lodge on Italian rights in the irredenta countries and the necessity of the great Slav populations of Austria forming independent States has been received with the liveliest sympathy in Italy, because it proves that the United States understands the new Italian spirit."

"The Epoca, commenting on Italy's foreign policy in a leading article which voices the majority of Italian public opinion, recalls the explicit declaration of Premier Orlando before the Chamber on

February 12, in which he solemnly affirmed the rights of all nationalities oppressed by Austria, together with the completion of Italian national unity. The Epoca says that Italy and its Government today are more persuaded than ever of the necessity of recognising the rights of the Jugo-Slav nationality.

"In Trajan's Forum a great Italian demonstration took place in the presence of the Ministers, representatives of the Chamber, Senate, municipalities, the Rumanian Legion, Italia Irredenta, and leading Rumanian personages. The Mayor of Rome expressed the greetings of Rome's citizens and exhorted the sons of Rumania to support with Roman firmness the present situation. The Roman eagles which showed the road to honor, he said, tomorrow would point the road to glory. Rumanian Representative Mandulescu thanked the Italian people and Government for their solidarity and help, and announced the presence of the Rumanian Legion fighting at the Italian front. He prophesied a closer bond between Rumania and Italy."

THE CATHAY LACE CO.

19 Nanking Road, Shanghai

The Chief Manufacturers and Exporters of Hand-made Laces, Embroideries, etc.

BIG STOCK

FILET LACES FOR WHOLESALE

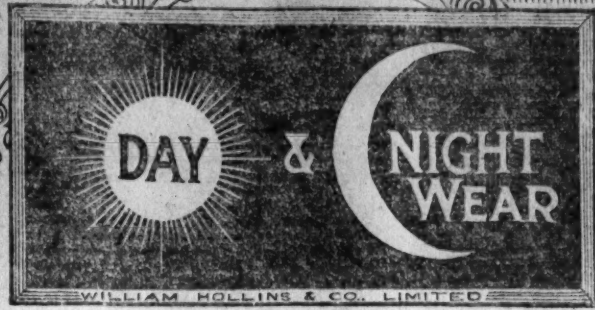
AUTUMN AND WINTER STYLES

In stock and to order

EXCLUSIVE DESIGNS FOR INDIVIDUAL REQUIREMENTS

"V" Modes

20, Nanking Road, 3rd Floor



CONFIDENCE.

AS Spinners with over a hundred years' experience, and as Manufacturers of the world-famous "Viyella" Blouse and Shirting Cloth,

WM. HOLLINS & CO., LTD.,

call attention to their TRADE MARK as above. Whether on the Selvedge of Piece goods, or on the Tab on made-up Garments, this MARK is a GUARANTEE that the fabric bearing it is their genuine production, and that the utmost CONFIDENCE may be placed on its perfection of make, and on its good-wearing qualities. "AZA" (Regd.) and "CLYDELLA" (Regd.) only less famous than "Viyella," are made by the same firm.

WM. HOLLINS & Co., LTD.,

Viyella House, Newgate St., LONDON, ENGLAND.

Wholesale only.

LAOU KIU CHWANG

The Leading Silk Emporium in the Orient

is now

OPEN

Founded in 1857

P. 128 Nanking Road

Let us have the pleasure of supplying all your wants in

SILKS, SATINS, PONGEES, CREPES, GAUZES, AND HAND-MADE LACES

EMBROIDERED ARTICLES: Real Old and New Honan Embroideries, Soochow Embroideries, Canton Embroideries, Fillet, Venise and Crochet, Centre-pieces, Scarves, Doilies, Spreads, Cloths.

Visit our New Department and inspect our stock of

HABERDASHERY, HOSIERY, FANCY GOODS, TOILET GOODS, AND ALL KINDS OF FURS on the First Floor

We shall be pleased to supply you with an assortment of patterns of SILKS AND HAND-MADE LACES.

Our new Store has now been opened for three weeks

OUR PRICES ARE THE LOWEST IN SHANGHAI

We advise you not to miss your opportunity





**Americans,
Your Government
is giving you a
hand—**

when it offers
you the
opportunity to

BUY LIBERTY BONDS

The finest and safest
investment in the
whole world.

This space contributed for the winning of the war by the Bank of Canton, Bank of Communications, Banque Belge pour l'Etranger, British-American Tobacco Co., Chartered Bank of India, Australia and China, China Mail S.S. Co., Dodge and Seymour (China), Ltd., Frazer and Co., Garner, Quetch and Co., Dr. John Goddard, International Banking Corporation, Mercantile Bank of India, Mitsui Bank, Mustard and Co., Pacific Mail S.S. Co., Shanghai Chemical Laboratory, Shanghai Commercial Bank, Thomas W. Simmons and Co., Sincere Co., Sullivan's Candies and Widler and Co.

Liberty Loan Committee

26 Nanking Road, Shanghai



AUTOMOBILES



SHANGHAI, SUNDAY, OCTOBER 13, 1918

War And The Motor Building The Roads Of Mesopotamia

Introduced As A Military Necessity Automobiles Are
Modernising The Ancient Land Of The Caliphs

(From Motor)

In the early part of the Mesopotamia campaign, when roads to all intents and purposes did not exist there was little or no opportunity for the employment of automobiles for any military work and it is safe to say that before the war motor cars were practically if not entirely unknown in the country. Since the British occupation, however, a very great change has occurred in every direction and roads have been constructed not only in the larger towns, such as Basrah, Amarah and Baghdad, but also in many parts of the country where the armies have been encamped.

It is true that these new roads are in many cases little more than rough tracks but they have served to permit of mechanical transport being used to a very large extent and whilst at the present time the bulk of the stores, ammunition and men are carried up the Euphrates and along the Tigris in river craft or on the new railways that have been built, practically all the auxiliary transport at the bases and from the bases out to the troops is effected by means of automobiles and motor trucks.

All the roads are bad and the wear and tear on the cars is very great. They are rough and uneven and interspersed with large holes whilst during the wet season they become nothing more than quagmires with the mud a foot or eighteen inches deep. In these circumstances it is not surprising that American vehicles which, as a rule, are so much better suited for such conditions have been infinitely more successful than European types.

For general runabout work for carrying officers and light stores, Ford cars have been almost universally adopted, a large proportion of them having come from Canada. Even with these, however, it has been found necessary to strengthen the springs and for a long time past every car coming into the country has had a couple of leaves added, with this modification very little trouble has been experienced and the equalities have on the whole been very light considering the strenuous nature of the work that has been carried out.

For the heavier transport work, American lorries have also shown to great advantage, the greatest success having been attained with the Peerless three-ton type of truck, which, with its chain drive and its heavy construction, has been found eminently adapted for the Mesopotamian "roads." Even with these cars, however, it has never been found advisable to load them up to more than about sixty percent of their full capacity and generally a three-ton lorry in Mesopotamia is reckoned as having a working load of 3,000 pounds.

A certain number of British automobiles are used in the country especially as ambulances, but even for this work Fords have been largely adopted and there is no question that American cars hold the field generally in Mesopotamia.

The position in India in regard to automobiles is perhaps even more interesting to American and to American manufacturers than in Mesopotamia. Before the war British cars were the

most popular, both among the rich Indians and the European residents and there existed something of a prejudice against American types which were considered to be unreliable. This view was undoubtedly based upon lack of knowledge but that it was commonly held, there is no question.

When war broke out British cars could no longer be obtained and motorists had perforce to resort to American makes, often very much against their will. But it was not long before a very great change was discernible in public opinion as it became evident that these automobiles were not only thoroughly reliable and were much cheaper than European cars but that they also had many special features rendering them particularly attractive to the motorist in India. For instance self-starters and electric lighting which are to be found on nearly all American motors and are so seldom seen in British designs appeal perhaps more to the Indian user than anybody else and it is very doubtful if he will ever be content to go back to the old system of cranking and the use of oil and acetylene lamps which is still the best that the majority of European firms can offer.

During the first two and a half years of war the number of American motors that poured into India was tremendous and out of all proportion to the import before the war. In 1917, however, the importation of all motor cars except for the Government was prohibited, this step being taken for several reasons, but mainly because of the shortage of shipping tonnage and the necessity for the preservation of the petrol supplies in India. Nevertheless the result has been that whereas two years ago practically all the motor cars to be seen in India were British, at the present time the majority are American. Probably the Overland is most commonly met with and in addition to its use as a pleasure car there are a great many taxis of this make in the country. Among the popular cars are the Hugobue, the Buick, the R. C. H., the Ford and the Hudson, but nearly all types are now represented, and it is very seldom that one hears a bad word spoken of any of them—a vast change from the popular attitude a few years ago.

As soon as the war is over a very great impetus will be given to the use of motor cars for pleasure, for it has to be remembered that India has had a period of tremendous prosperity during the war and the combined facts that would be owners have been unable to obtain new cars and that all the existing motors are being worn out, will give rise to an enormous demand immediately peace is declared. It will be a demand, he is noted, for rapid delivery so that firms with a large output will no doubt be able to obtain the cream of the trade. It should perhaps be added that the native Indian buyers, who will form a large proportion of the motorists, are very much impressed by ostentatious display and that agents with big and well equipped showrooms start with a considerable initial advantage in the sale of cars.

open and close, or there is too much clearance so that the lock will not catch and the doors rattle, the trouble may be remedied by placing wooden wedges under the body at the rear. Metal plates of such thickness as to correct the trouble, also may be used. In either case the wedge should be bolted through the frame so that it will remain firmly in place.

When A Jack Is Needed

In the absence of a lifting jack for use in changing a tire, the wheel requiring the change can be driven upon the curb or a small rock, resting there until the front axle is blocked up. When on the curb the wheel will have to be turned in order to remove the tire.

Getting Out Of Sand

When a car is driven into a sandy spot in the road and the rear wheels spin, there is no need of attempting to extract the car without assistance. The more the wheels spin in sand the deeper the car will sink, and the more difficult it will be to pull it out. If no rope or burlap is in the car, deflate the rear tires, and with the gears in first-speed position engage the clutch slowly. If this does not help, get two wooden planks and place them behind the rear wheels. Then attempt to reverse out so the wheels mount the planks. If rope or burlap is tied around the rear tires it will be found an easy matter to pull out of sand.

Emergency Grease

If a bearing goes dry and you are far from a grease supply, put a little lard in the grease cup and saturate with lubricating oil.

Gearset Troubles

It is not common to hear owners complain repeatedly of gearset trouble, but when such complaints are heard they are interesting, for many reasons. Most manufacturers stall a gearset of the proper size for the power transmitted, and hence may be assumed that when trouble does arise it is due to some fault in the materials or construction of the unit. A few weeks ago an owner had gearset bearing trouble and a local repairman merely replaced the worn bearings with new ones without determining the cause of the failure. The new bearings also gave trouble, the gearset was noisy and in a few days the splines on one shaft were sheared off. No doubt a careful examination of this unit would show that the one or more shafts are out of alignment and that parts replacement will be of no avail so long as the new parts are not operating true at the start.

Adjusting Brakes

After adjusting the brakes be sure that the wheels run freely. This is done by jacking up the rear wheels and turning them by hand. If the least resistance is felt and the wheel while spinning around causes a scraping sound to be heard, the brakes may be dragging. If the brakes are of fabric the trouble may sometimes be eliminated by prying the band with a screwdriver or similar tool. On a tour, feel the brake drums at intervals and if very hot it may be assumed the brakes are dragging.

When Brakes Lock

The owner who is not diligent and neglects the parts he does not see or which do not give trouble usually may find some time that upon starting one of the wheels becomes locked, even though the brake

pedal and lever are free. This is due to the fact that there is so much play in the brake linkage that when the hand brake lever is released it merely takes up the play, leaving the unlubricated mechanism set in holding position. A hammer can be used to loosen the break mechanism.

Marking Compound For Bearing Scraping

A compound to replace Prussian blue for marking the high spots on bearings when scraping them is made by mixing lamp black in machine oil. Dry lamp black is mixed with very thick, clean oil and allowed to stand for several days, when the surplus oil is taken off the top. The compound then stands for a few more days and the process repeated. The result will be a thick, black paste which can be put in a shoe blacking can. When the bearing is rubbed with this compound and the shaft rotated as usual, a distinct black mark is made on all the high spots, and this mark cannot be rubbed off with either waste or the fingers, and does not disappear till it is scraped off.

Pump Gland Leakage

When the water pump gland leaks do not assume that it is due to the nut not being tight. Frequently tightening of the nut does not help at all and in this case it is due to poor packing. Rather than try to use old packing and tighten the nut too much, change the packing. This should be made of candle wicking soaked in tallow, heavy twine likewise treated or special packing material. After the nut has been turned to press the packing, do not turn more, for further squeezing is apt to damage some part in the body of the water pump.

Testing Wheels

Wheels should be tested for side play a few times during the year. Side play will not only cause excessive bearing wear, but tire wear as well. Jack up each wheel and by grasping it firmly and pulling and

pushing one can usually feel any side motion. In many cases the wheel bearings are adjustable.

Clutch Operation

When driving do not hold the foot on the clutch pedal, because even slight pressure sometimes causes the clutch to slip.

Lighting Troubles

When starts and stops are frequent and the lights used at night even for three hours, the battery is required to supply a great deal of current, and if the system is not watched, the battery may be kept in an undercharged condition. Make it a point to test the battery electrolyte every week for specific gravity, using a hydrometer for this. In some cases the owner does little driving during the day and much at night and starts and stops perhaps a dozen times. In such a case it would be an excellent plan to have the battery charged from an outside source if it is found the generator capacity is not sufficient to compensate for the drain.

Examine The Spark Plugs

It is poor policy to refrain from making an inspection of the spark plugs a few times a year, regardless of the performance they are giving. Many owners do not look at the plugs so long as the engine keeps running, but much better operation may be had if the plug ends are clean and properly adjusted. Also, users of porcelain plugs may occasionally find an insulator chipped. The chip may fall into the combustion chamber and if not blown out with the exhaust it may get lodged between piston and cylinder, scoring the metal. You may not recover the piece already broken off, but by replacing the plug or insulator you prevent more pieces from breaking off.

Watch Headlight Glasses

Some of the light diffusers or devices designed to redirect the rays of light are designed to be effective only when in a certain fixed position. Vibration may so loosen the glass in

the rim that the glass will be permitted to creep around, in which case the whole scheme fails. Not all headlights have means for anchoring the glass permanently, so it is a matter for the owner's attention to see that the glasses are properly fastened in place. If screws are used, it might do to insert a lock washer under each one.

MORE EXPERIENCED

"You know," said the lady whose motor car had run down a man, "you must have been walking very carefully. I am a very careful driver. I have been driving a car for seven years." "Lady, you've got nothing on me. I've been walking for fifty-four years."—Detroit Motor News.

KING "8"

Before you select an automobile investigate the King. It is one of America's foremost cars and a leader in the eight cylinder class. Now operating the world over and recently adopted for war service.

Four stylish body models—all of moderate price

ARKELL & DOUGLAS, Inc., Shanghai



KING MOTOR CAR CO. EXPORT DEPARTMENT 50 UNION SQUARE NEW YORK U.S.A.

Little Things A Motorist Should Know

Handling The Windshield

When attempting to raise or lower the upper half of a ventilating windshield be careful that the shield is grasped at both ends. Do not try to raise or lower it from one side only, because if the glass holder should be a little weak it will result in a broken pane.

Tighten Engine Bolts

In some cars looseness of the engine bolts, those holding the motor in place, may cause misalignment of the engine and serious trouble may result. If there is even slight looseness of the bolts, it may permit the motor support to hammer and pound and in time the supporting arm may actually break.

Carbon Preventative

The best method of keeping the cylinder walls free from "carbon" deposits is to treat the interior of the cylinders with a mixture of alcohol and kerosene, in the proportion of one to three. This should be done when the engine is warm, as when storing the car for the night after a run. A quantity of the mixture equal to one-third of a drink of glass, should be injected into the compression relief cock of each cylinder of the motor and allowed to remain. Next morning the motor should be run idle, and after it has warmed up, open the pet cocks one at a time to assist in blowing out the loosened particles of foreign matter. If this method is followed regularly once a week or every hundred miles

or so, the cylinder walls will be reasonably free from "carbon" deposit and the motor will develop its normal power.

Rattle In Shackles

Spring shackles play or looseness between the spring end and the shackle may give much annoyance until discovered. Rattling caused by this looseness will be more frequent and distinct when the car is riding over fairly rough roads. A good method of taking up the play is to place shims between the spring end and the shackle or the play may be removed by tightening the spring bolt. Watch the shackles and do not allow mud to accumulate, for small particles of glass-like substances in the mud make their way to the working parts and cause excessive wear. Lubricate the shackle bolts well.

Tube Rack Vulcaniser

A rack to hold up the ends of tubes while they are being vulcanised is made by boring rows of holes in a board and placing wooden pegs in the holes. One row of holes is arranged over each tube clamp and the holes can be "about one" inch apart so that different size tubes can be hung on them. The board is either hung from the ceiling or fastened to the wall, depending on the location of the tube plate.

Correcting Body Sag

When the doors on one side of the car do not fit properly, either bind so that the doors are hard to



THIS TRADE MARK
APPEARS ON
ALL GENUINE
B.S.A. BICYCLES
"Perfect in Every Part."

Manufactured by
The Birmingham Small Arms Co. Ltd.
Birmingham, England.

Makers of the renowned
B.S.A. Motor Bicycles

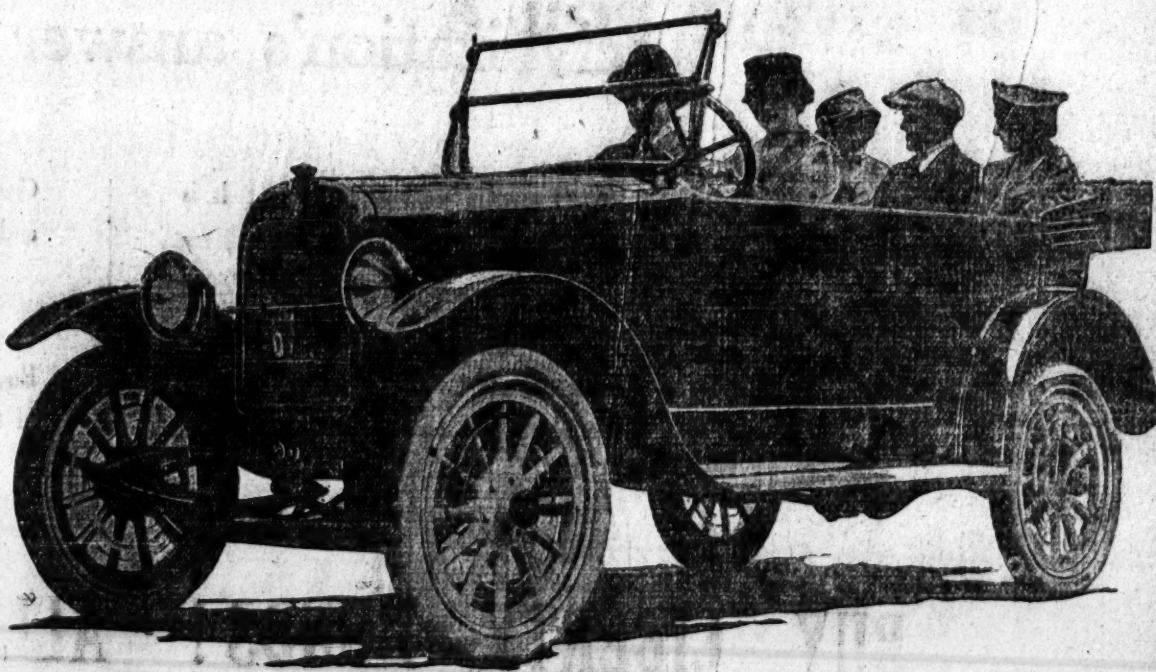
FOR SOLO AND SIDECAR.

Agents for Shanghai:—
HongChong Bicycle Co.,

P. 246 Nanking Road.

BRISCOE

THE CAR
with the Half Million Dollar Motor



BUY NOW!

No more passenger cars will be manufactured in America after January 1st, 1918, according to instructions just issued by the U.S. Industrial Board.

Therefore, buy now before prices advance sky-high. A shipment just unpacked, in excellent condition and ready for sale. Let us show you Briscoe economy.

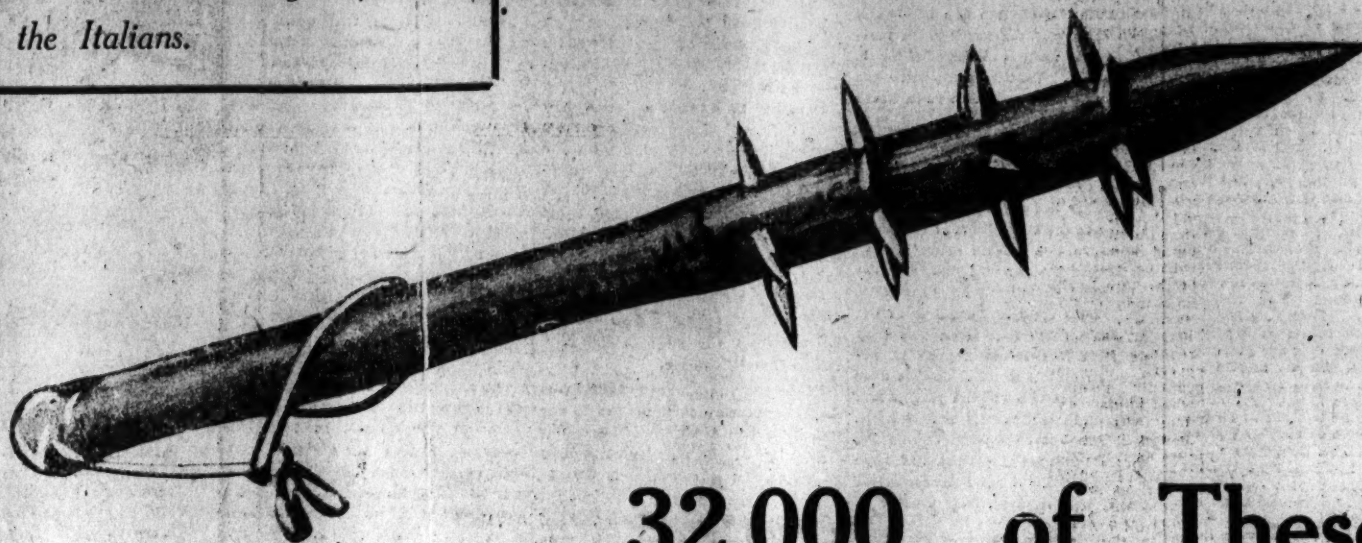
Demonstrations by appointment

ARKELL & DOUGLAS, INC. Distributors for the Orient

38 Canton Road

Phone: Central 2002

An official photograph of the club used to "finish off" wounded Italian soldiers. 32,000 of these were recently captured by the Italians.



32,000 of These!

This in grim reality is what the Allies are fighting this war to prevent. The club pictured above—from an actual official photograph—might be the weapon of a savage cave-man of 5,000 years ago. Actually, it is the weapon with which German soldiers finish off the enemy who have fallen, wounded, on the battlefield. It is, according to German efficiency, better to kill the wounded men than to take them prisoners.

There is but one answer to make to such methods—the defeat of the German allies. America has joined the other freedom-loving nations and has taken up the sword to give that answer. The American army is in France to help in this war in the only way it can be ended—by an absolute defeat of Germany.

You can have your share in civilization's answer to German savagery

The Fourth Liberty Loan is your opportunity. It is the most direct blow that can be struck at German military power. It is the greatest aid that can be given to our soldiers in France to French, British, Belgian, Portuguese, and Italian soldiers as well as to Americans. It means rifles, and helmets, and gas masks, the best protection science affords against

German brutality. It means big guns and shells and aeroplanes—and victory.

Tell your conscience today that you have given your answer to German savages. Do it by buying Liberty Bonds. Buy all that you can afford. Your dollar may save the life of some brave soldier.

BUY LIBERTY BONDS! ALL YOU CAN AFFORD!

This space contributed for the Winning of the War by
Messrs. American Express Co., American Trading Co., C. Bianchi, Canadian Pacific
Oceans Services, Ltd., and C. E. Sparke.

Liberty Loan Committee

26 Nanking Road, Shanghai

The Question Of Volumetric Efficiency

The question of obtaining the highest efficiency from the modern automobile is receiving a great deal of attention lately, not only because of the present high cost of gasoline, but on account of the possibility of a general fuel shortage, and one of the problems of importance is the question of heating the incoming air, especially when using kerosene.

Theoretically speaking the ideal conditions would be to take in the air as cold as possible, but unfortunately this cannot be done, especially with the poor grade of fuel that is being sold at the present time, as it is impossible thoroughly to vaporize it without the addition of some heat.

To make clear why it would be better to avoid heating the air if possible, we will imagine that we have a modern motor car with an engine of, say, 200 cubic inches piston displacement, and to give us a basis for comparison suppose that we are riding on a cold day in winter with the air entering the carburetor at zero (0), imagining for the moment that gasoline would vaporize at that temperature. As the machine is pulling up a steep grade the throttle is wide open and the engine is developing its maximum horse-power, so far each complete cycle of operation of all cylinders it will use 200 cubic inches of air, which is its maximum capacity.

Now to see what effect heating the air has on the power developed and why we will reverse the conditions, the car climbing the same grade with the same weight and the same throttle opening, the air being taken from a hot-air stove around the exhaust pipe in the usual manner, and entering the carburetor at a temperature of 100 degrees F. As air expands when heated it will not have the same density, body or weight as colder air, even though it takes up as much space. That is, we will have 200 cubic inches of air in our motor, but only two hundred of rarified, lighter air which will not do as much work as the same volume of denser air. To use a homely analogy it is obvious that there is more weight to a cubic inch of lead than there is to a cubic inch of feathers, even though they take up the same amount of space, merely because of the greater density of the metal. In this case cold air

can be compared to the lead, and the heated air to the feathers. Now to what extent does the air expand and what effect has this on the power developed? Taking the general gas law covering the expansion of gases when heated, viz: $200 \times (460.66 + 100) = 243.5$ cubic inches.

We find that our original 200 inches of cold air will now occupy a space of 243.5 cubic inches. This expansion being due solely to the additional heat caused by taking the air from the stove, which is the usual condition under which the modern motor car engines operate. As the maximum capacity of our motor is only 200 cubic inches it is obvious that we have actually lost 43.5 inches of heated air or approximately 21.75 inches of our original 200 cubic inches of cold air, giving us practically the same effect as closing the throttle a trifle, and you know what a great difference a slight movement of the throttle will make in the power developed. This I believe partly accounts for that sensation which you have all probably experienced of the car having more snap and power at night when the atmosphere is several degrees cooler.

So on the point of volumetric efficiency alone it would be far better to take in the charge as cold as possible, within reasonable limits to be sure, if it wasn't for the fundamental difficulty in thoroughly vaporizing gasoline with even moderately cold air, not to speak of air at zero where it is practically impossible.

As it is of prime importance to insure complete and rapid volatilization of every particle of fuel, not only for the sake of economy but to insure smooth running, less carbon deposit, and the hundred and one other ills which follow in the wake of poor carburetion, motor and carburetor designers have to strike a point where just enough heat is supplied to vaporize the gasoline without causing undue expansion of the charge.

This is the reason why most manufacturers furnish their carburetors with some kind of a shutter or rotating sleeve on the hot air line to admit air direct to the carburetor without first passing through the hot air stove, this to be opened in the summer when the air under the bonnet is of sufficient heat. Personally I prefer in some cases to remove the hot air pipe entirely in hot weather as some of them are too small to begin with and use such tortuous bends in getting from the exhaust pipe to the carburetor that they actually cut down the necessary amount of air. This is especially true with a few of the older cars, although now the importance of having an unobstructed flow of air is generally realized.

To go back to the kerosene carburetor it is readily seen what a tremendous task designers and manufacturers have before them in building a device to vaporize a liquid so much heavier than gasoline, and still give the power, snap and flexibility that the modern car owner demands, not to speak of a clean exhaust and minimum carbon deposit. However, it is being done quite successfully by a number of manufacturers, the usual method being some form of exhaust jacketed inlet manifold, the liquid fuel being sprayed from the carburetor nozzle in the usual manner, and depending on the heat of the exhaust gases being conducted to the inlet manifold passages and there heating the charge on its way to the cylinders to a degree sufficient to insure its complete vaporization. Obviously this necessitates starting and running for a few minutes on gasoline, a special tank being provided for this purpose. Some manufacturers prefer to heat the liquid kerosene by means of the exhaust heat above the boiling point of the liquid, about 350 degrees F., and then mixing it with cold or warm air. This is rather difficult as some means should be provided to regulate the heat supply so as to prevent too much heat at open throttle positions and too little when idling. In fact this should be done with all forms of kerosene devices using heat to vaporize the fuel as it is readily seen that when the car is developing its maximum power, as when pulling up a steep grade, the throttle will be open wide and more heat will be given out to the exhaust, causing the power output to drop off as the volumetric efficiency decreases and vice-versa when the motor is idling; the exhaust being comparatively cool which is apt to cause condensation of the mixture with its attending evils.

However, the kerosene problem offers into too many ramifications to be thoroughly discussed in this article, but I can say in summing up that in practically all kerosene devices used to date employ superheating to the degree necessary for complete vaporization of the fuel, some power losses occur, especially at high speed and wide open throttle conditions. And as far as economy is concerned, expressed in cents per mile, most of the kerosene carburetors are more economical than gasoline. (From Motor).

Helpful Hints For Motorists

When Changing Speeds

Many owners have not yet learned that a quiet shift to a lower gear, that is, from third to second, can be made if the engine is accelerated slightly just before the shift is made.

Leaky Rings And Pistons

It is hard to see at first why leaky piston rings should affect other parts of the engine, but it will be clear when one remembers that the leaking allows gasoline and water to get into the oil, which then becomes an inefficient lubricant for the other moving surfaces of the engine. Aside from damaging bearings and causing rapid wear of cylinders and other surfaces, the leaky rings, as every motorist knows, cause a loss of compression downward and oil loss upward into the combustion chamber, where the plugs are fouled and carbon deposited in quantity. It will pay to spend a little extra money to have some one who knows how, fit piston rings properly, because as a matter of fact, it is poor ring fitting which is responsible for a great deal of this trouble.

Temporary Carbon Brushes

Carbon brushes are used in many magneto and other electrical apparatus. When necessary to replace one of these brushes and no new one is at hand, a temporary one may be made from a piece of carbon from an old dry battery. In the absence of a dry battery use a metal brush which may be made from any piece of soft metal or wire cloth tightly rolled.

If The Gasoline Line Is Broken

A break in a gasoline line should not cause much delay on the road since the separated ends of the line may be forced into a potato with a hole in it so that the potato acts as a connection between the two pieces of line.

Drain Gasoline Tank

Owners will do well to drain the main gasoline tank and the vacuum tank occasionally to remove water and sediment. If a rust-colored liquid runs out at first it indicates an accumulation of water.

Scraping Bearings

One of the important points to remember in scraping or refitting crankshaft bearings, is that the bearing alignment, especially that of the front bearing, affects the timing gears. The front bearings always should first be fitted and the others lined up with it. Care be taken that the front bearing fitting is such that the gear on the end of the crankshaft meshes properly with the other gears in the timing case.

Detecting Manifold Leaks

Small leaks in the intake system can be detected by pouring a little oil

over suspected spots. The oil will be sucked through the leaky spot. If there is misfiring and gasoline is used in this way sufficient may be drawn through to stop the misfiring, thus giving a check that there is an air leak.

When Fitting Parts

When fitting new parts keep in mind the speed at which it is to run and the degree of heat it must withstand, allowing clearance accordingly. For example, in fitting a new valve there should be allowance between valve stem and guide for expansion when the stem gets hot, otherwise the valve may stick open. Likewise bearings when cold may be tight but when running the extra heat causes expansion and then it fits too tightly.

In Pressure Oil System

In pressure oiling system using drilled crankshafts, bearing wear affects the oil pressure, since, if the bearings are worn, there is greater freedom of flow.

Creaking Of Wheels

Wheel creaks, though not in the least serious, are extremely aggravating. This creaking is caused by uneven tightening of the lugs. The simple means for overcoming it is to loosen all the lugs. Then instead of retightening them in rotation around the wheel, screw one partly down and do the same to the one directly opposite. Continue this process all around the wheel, tightening gradually.

Case Of Fan Pulleys

Occasionally, when cleaning the car, remove the fan belt if it operates in V-shaped pulleys. The pulleys should be thoroughly cleaned. It is also advisable to brush the belt thoroughly with a stiff brush, after which it should be wiped with a cloth saturated in kerosene. This treatment softens the belt, causes it to run quietly and adds materially to its life. (Motor Magazine).

'Our War Time Pledge'

'Our War-Time Truck Pledge' is the apt title of a small poster which is now being distributed to all owners of Packard trucks in America. The truck owner in displaying it, pledges himself to operate his trucks in such a manner that they will aid in winning the war.

The pledge was originated in cooperation with the Highways Transport Committee and the Council of

National Defense, the United States Fuel Administration and the War Industries Board.

It commits every truck operator to the carrying of return loads and full loads whenever possible, to the cause of good roads, to the conservation of gasoline, and also the conservation of steel, rubber and man.

power through more careful and efficient operation of his carrier. "Our War-Time Pledge" is intended for general use by all truck operators and the Packard Motor Car Company offers copies to any truck owners who want one. The pledge carries the significant slogan, "Save a freight car for Uncle Sam."



Independence of Tyre Troubles!

THE Firestone Removable Tyre is invaluable equipment when you are far from a service station. It can be changed in your own garage—on the road if necessary. No expert labor is required.

And when it's on it's on to stay. Even on long, out-of-town trips you need have no fear of delays through tyre changes. The Firestone equipment is the oldest and only proved method of a removable fastening for lorry tyres. Let us show you how to lengthen the life of your lorry, reduce lorry and tyre repairs, get tyre mileage and traction, reduce skidding and spinning, lower petrol bills.

Shanghai Tyre Service Station

2A JINKEE ROAD

J. R. HARVEY (Proprietor)

Firestone

Lorry Tyres

Has It Ever Struck You

that in buying a guaranteed secondhand motor-car YOU SPEND LESS THAN YOU WOULD FOR A NEW CAR AND YOU GET MORE FOR YOUR MONEY? Manufacturing costs have largely increased, freight rates have soared skyward, and thus a new machine is out of the reach of many men until prices regain their normal level after the war.

WE HAVE FOR SALE

A Large Number of SECONDHAND CARS

of every description of well-known and popular makes, European and American.—ROADSTERS, LANDAULETTES, LIMOUSINES, TOURING CARS, of 2, 4, 6, and 8 Cylinders

If you prefer to buy a new car we can show you a large variety of
NEW CARS OPEN AND CLOSED
Ask us for a demonstration

Whether you intend to buy a cheap car or a dear car, consult us first.



AUTO CASTLE

228 Avenue Joffre

(Opposite French Fire Station)

We shall be pleased to wait on you at any time you may appoint, and drive you to our showrooms, where you may inspect our stock of cars.

War's Effect On Tires And Rims

Recommendations of the War Industries Board to restrict manufacture of certain sizes and types of pneumatic tires, so that only nine standard types and sizes may be made, has resulted in some confusion in the minds of automobile owners as to the probable effect of this order will have on them, directly. The order, a result of the recommendations of the Pneumatic Tire Division of the War Service Committee of the Rubber Industry of the U.S.A., covers nine standard tires and six rims as follows:

Standard rim sizes—30 by 3 1/2, clincher; 32 by 3 1/2, straight side; 34 by 4, straight side; 34 by 4 1/2, straight side; 36 by 5, straight side; 38 by 6, straight side; 38 by 7, straight side.

Standard tire sizes—30 by 3 1/2, clincher; 32 by 3 1/2, straight side; 34 by 4, straight side; 34 by 4 1/2, straight side; 36 by 5, straight side; 38 by 6, straight side; 38 by 7, straight side; 40 by 8, straight side.

This order means that all passenger cars and trucks up to two tons using pneumatic tires will within four years be fitted with one of the above rim and tire sizes. Some types and sizes are to be eliminated this year, others next year, some in 1920 and by 1921 there will be only the nine standard sizes. It will be noticed that of the nine standard sizes of tires and one of four sizes of rims and a pneumatic tire truck will be using one of three sizes of tires and one of three sizes of rims. This means that some owners may have to get new rims this year, others next year, and so on, until the end of the fourth year.

At first it may appear as though this order will bring hardship upon many car owners, but as a matter of fact, viewed in the right light, the reverse will be true. Take as an example the owner of a Ford car now. His car is fitted with 30 by 3 tires in front and 30 by 3 1/2 in the rear. As shown by the table on this page, present Ford owners will not their supply of the 30 by 3 for three years to come and 30 by 3 1/2 for all time, since it is one of the standard sizes. At the end of the three years, it is expected the present cars will for the most part be out of existence and if not, then the owner will have to get new rims for the front wheels to take 30 by 3 1/2 tires. The cars now being made by the Ford company have 30 by 3 1/2 tires all around, so owners of such cars will not be affected at all.

Owners of cars other than Fords will find little difficulty in using their present rims and one of the standard types of tires, after the type and size now used is discontinued. By look-

ing over the list of types and sizes, it will be noticed that each tire is an oversize for the next smaller standard tire. Thus the 32 by 3 1/2 and the 34 by 4 fit the 32 by 3 1/2 rim; the 34 by 4 and the 36 by 5 fit the 34 by 4 rim; the 36 by 5 and the 38 by 6 fit the 36 by 5 rim; the 38 by 6 and the 40 by 8 fit the 38 by 6 rim.

Some of us wondered why such a popular size as the 34 by 4 was eliminated by the board, but a study of the situation, not only the present but the future, showed that one of the other sizes would fit the need more closely. Owners of cars with 34 by 4 tires will be supplied until 1920, after which they will have to use another size on the same rims and if this is not possible they will have to use new rims and new tires.

In 1921 there will be manufactured only the standard types and sizes given in the table, but up to that time owners will be supplied with their regular tires, as indicated by the perpetuation table shown on this page. This quick-detachable clincher will be out of existence in 1921 and many sizes of this type before that.

Though a war-time measure, it also is an excellent order for economy also is an excellent order for economy in these times. The order is for the good of the tire maker, car maker, tire dealer and automobile owner. The tire maker can naturally effect a saving by having to make only nine sizes of tires instead of some thirty-three now. Any dealer will be able to supply a tire, because all he needs to carry in stock are nine different sizes of tires. The turnover in high cases is rapid, and that means better business. The car owner will get cheaper tires in time and never will find a dealer who cannot supply some tire to fit the rims on his car.

There is no need to go into the advantages of standardization and the direct benefits it brings to user and maker of the product. It also can clearly be seen that there will be no such thing as dead stock, odd sizes not used to any extent, large sizes used on a few makes of cars, etc. There are many thousands of pounds of rubber in odd sizes and large sizes on the dealer's shelves now.

The table shows sizes and styles of tires classified A, B, C and D. Class A includes all tires which are to be perpetuated. Class B includes three outside of Class A, which are to be used on cars produced in 1918 and will have to be carried by tire dealers and makers for three years.

Class C comprises those tires which are to be discontinued in two years and Class D those tires which are to be dropped in one year. Though not indicated another class, called E, has been formed, in which has been placed three which are discontinued at this writing. The table shows that in many cases where a certain size is discontinued the owner may

get a size and type to fit the rims he is using, this being especially true in the case of the Q.D. clinchers. Take for example the 36 by 4 1/2 and the 37 by 5 Q.D. clinchers. In one year, in 1919, the 36 by 4 1/2 is dropped, which is shown in the chart by the insertion of 37 by 5. But the 37 by 5 fits the 36 by 4 1/2 rim, so there is no inconvenience there. The 37 by 5 is carried for two years (or one year after 36 by 4 1/2 is discontinued) and then the 37 by 5 straight side is supplied for a year. In other words, for the next three years the average owner has little to worry about, for he can get some size and type of tire to fit the rims now on his car.—Motor.

Looks For New Rear Axle Design

The differential of an automobile is rather hard for some people to understand and many motorists drive their cars without knowing how the differential works or why it is necessary. writes Alfred Magill in Motor. When turning a corner, the outer wheel travels a greater distance and therefore revolves faster than the inner one because it describes a longer arc of the circle, so it is evident that if both wheels are attached to a solid axle, there will be excessive strain and friction on the tires and driving mechanism. For this reason the rear axle shaft is made in two pieces and joined in the center to the bevel driving gear through a train of small bevel or spur gears. These gears allow the wheels to revolve at different speeds when turning corners, thus relieving the various parts from strain and wear.

Rear axle construction has always been more or less of a problem and various forms have been tried out. The conventional type of differential, instead of being inefficient, is, on the other hand, rather too efficient. Inasmuch as it differentiates for all kinds of differences, whereas all that is required is that it take care of unequal velocities of the rear wheels. It does, however, become inefficient as a means of transmitting power to the rear wheels if they happen to have unequal traction, as when one wheel is on solid dry ground and the other in soft sand or a mud hole.

To correct this defect of delivering the power to the wheel with the least traction, a great many substitutes for the present type of differential have been devised. Various friction and leverage combinations have been worked out but all these have eventually been abandoned in favor of the simpler and more efficient geared form. Differentials of this sort in which tractive conditions do not affect the delivery of equal power to each wheel are known as lock-type differentials. In this type the differentiating gears generally consist of a train of spiral instead of bevel or spur gears as on the conventional designs, the action being the same in principle in both types, as one wheel can revolve slower or faster than the other in both. The difference lies in the fact that it is impossible with the lock-type to revolve one wheel without rotating the other also, whereas with the ordinary type, one wheel will revolve while the other remains stationary. The reason for this is

that the lock-type differential, while allowing independent motion to each wheel, is at the same time so arranged as to render the differential strain inefficient because of the pitch angle of the differentiating gears.

The fact that the power is delivered equally to each wheel irrespective of tractive conditions is the one great advantage gained in the lock-type differential, over the conventional design. Because of this, the car will not stall if only one wheel has traction as the power is delivered to the wheel with the most tractive resistance, instead of to the one with the least which is the case in the conventional design, so that the car will pull out of a bad place much more easily.

Inasmuch as both wheels are steadily driven the lock-type differential over the conventional power more effectively and the tendency of the car to skid in many cases greatly reduced because of this steady drive. In traveling over rough roads, a more even pull is secured for this same reason. There is also a saving in the wear and strain on tires which is a notable advantage for economy. When one of the rear wheels hits an obstruction it bounces clear of the ground and in this brief interval, its velocity is momentarily increased so that when it again strikes the road it is suddenly retarded and this, of course, causes wear and strain on the tire. The lock-type differential prevents this as both wheels are driven at the same speed and one cannot spin ahead of the other when not in contact with the road.

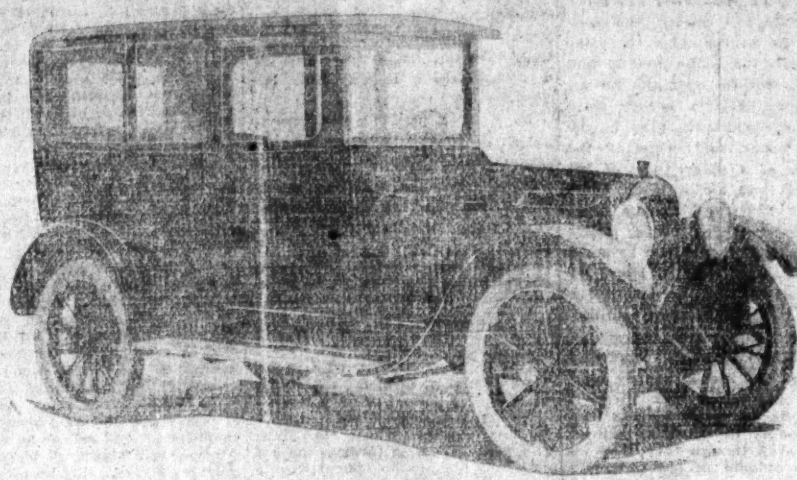
In spite of its obvious and desirable advantages the lock-type differential has as yet not been adopted by the manufacturers of motor cars and the reason is apparently to be found in the fact that the conventional type has so far proven the more efficient and enduring. However, the lock-type principle does overcome the main objections to the ordinary differential as already explained, and as it is this objection that engineers are endeavoring to eliminate in a satisfactory manner, some construction along the lines of the lock-type principle will probably be used. Some different rear axle design will sooner or later be devised to overcome the deficiencies of the present one and it seems certain that one on the lock-type principle should be the ultimate solution of the present differential problems.

YOU MAY BE TOO LATE

if you postpone your visit to our Garage, to secure a car out of our first small shipment of

EMPIRE TOURING CARS AND SEDANS

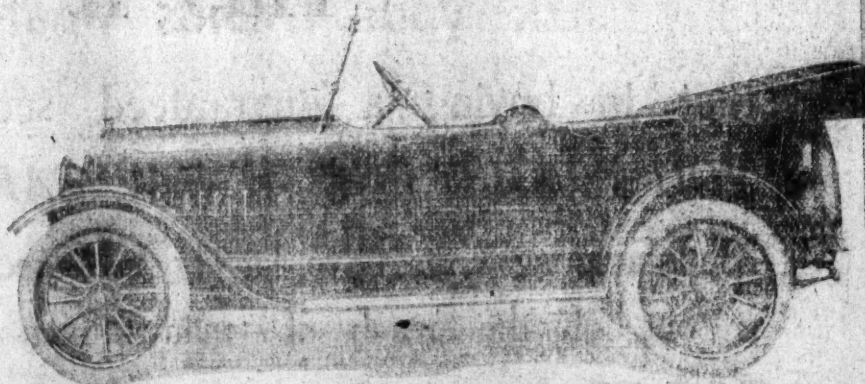
On account of the factory output being at present oversold, and the proposed embargo becoming effective January 1st next, this is the only shipment of these beautiful cars that we shall be able to receive. BOOKS YOURS NOW.



"EMPIRE" SEDAN

5 and 7-Passenger, 33 h.p., 6-Cylinder

"The Ideal All-Year Car"



"EMPIRE" TOURING CAR

Model 50

Model 70

5-Passenger, 40 h.p., 4-Cylinder

7-Passenger, 38 h.p., 6-Cylinder

REPAIRS DEPARTMENT

We take care of repairs to all makes of cars.

We specialize in Winter Tops and Special Bodies for Winter use.

ESTIMATES CHEERFULLY SUBMITTED

For demonstrations, call, write or phone the

K.T.C. GARAGE

Owned and operated by

THE KLAUBER TRADING CORPORATION

21 FOOCHOW ROAD

Garage Phone: Central 2403

Office Phone: " 2503

Cable Address: "KLAUBERIN"

KALGAN TO URGA ON DUNLOPS



"We are pleased to inform you that we fitted two sets of Dunlop oversize tyres to two of our cars, and although these cars have made a round trip to Urga under very hard conditions, the tyres still retain the original air pressure which is a very high recommendation for them, as the roads are very bad. No other make of tyre hitherto used by us has been able to stand up to this test, and we do not hesitate to say we find the Dunlop the best tyre on the market."

The foregoing is an extract from a letter from one of the multitude of satisfied users of Dunlop Tyres.

The more difficult the test, the more gratifying the result of Dunlops over other makes!

DUNLOP

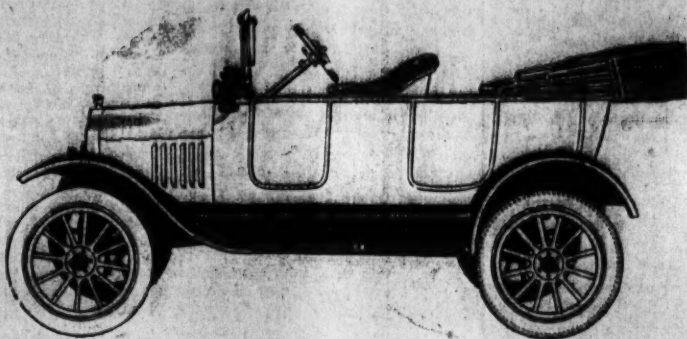
RUBBER COMPANY, LIMITED

Founders throughout the World of the Pneumatic Tyre Industry

Phone 2248

20 Kiukiang Road, Shanghai

Cables: "Pneumatic"



Don't Be Too Late
in making up your mind to buy that
FORD TOURING CAR

We have very few left and it is impossible to say when we shall receive any more, owing to the embargo on the other side of the water

TAELS
825

Although the manufacturing cost has much increased, we still offer this popular car at the same price

TAELS
825

Ask your friends what they know about Ford performance.

Do You Appreciate Cosy Comfort At Moderate Cost?

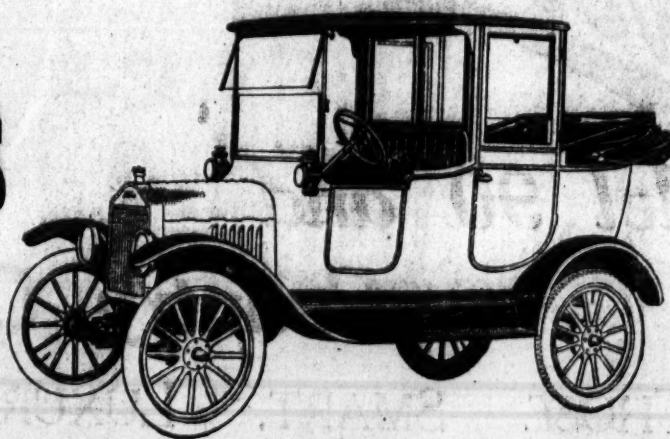
Then drop in and ask to see one of the

FORD TOWN CARS

The All-Weather Car

four of which have just arrived

THE PRICE WILL SURPRISE YOU!



DODGE & SEYMOUR (China), LTD.



89-91 Rue Montauban—Telephone: Central 322.



The Honeycomb Type Of Radiator

Until a leak occurs, few motorists give any thought to the question of radiator construction or stop to reflect to what a high degree of perfection this branch of motor construction has been developed. A honeycomb type radiator for a medium sized car is made up of not less than 4,000 delicate tubes soldered together within a frame, each individual tube being as thin as possible in order to facilitate the radiation of heat.

While individually these tubes are so delicate that they can be crushed between the fingers, when assembled they form a substantial block which probably will remain in service for years without the least defect developing.

In order to assure this reliability, very thorough tests are necessary before the radiator is placed in position on the chassis. The Fiat Company, who make their own radiators, have a very efficient system of testing. The finished radiator is completely submerged in a bath of water, after the filler orifice and the outlet have been sealed and a flexible pipe has been connected up to the inlet. By means of this pipe an air pressure of 15 pounds to the square inch is sent through the radiator and maintained for 10 or 12 minutes. If there are any defects these are immediately revealed by bubbles of air rising to the surface.

Regarding Front Wheel Brakes

When the average motorist asked a what points brakes are usually located on an automobile, he would probably say the rear wheels and the propeller shaft. This is where they are on practically all cars, but there is, nevertheless, another place where they may be applied, and that is at the front wheels. This system of brakes has not, however, been adopted to any extent on stock cars in this country, although in Europe it has been used in quite a number of instances.

The principal advantage claimed for front wheel brakes is that they eliminate side slip or skidding on greasy pavements such as is experienced with rear-wheel brakes. The reason given is that the braking

from that now employed. When brakes are applied to the wheels there is a strain, known as torque or torsional stress, that is produced and transmitted to the axle, giving it a tendency to revolve with the wheels and to overcome this tendency, some form of torque member is provided which acts as a brace for the axle and takes up this strain. The usual front axle as now designed has no such torque member and is otherwise inadequate to resist this torsional stress, so that means to counteract it has to be provided. On the rear axle, a torsion rod must be used to overcome the torque stress due to driving, so that when brakes are on the rear wheels, this one torsion rod can take care of both braking and driving stresses, whereas with brakes on the front wheels, two torque members are needed on the car, because there must be one on the rear axle anyway.

One of the chief difficulties of adapting brakes to the front wheels lies in the fact that the wheels must be turned at various angles in order to steer the car, and this makes it very difficult to provide positive and at the same time flexible braking connections to take care of this angularity of the wheels in turning corners. The brakes and their mechanism have to be carried on the steering knuckles, so that here also a different design from the ordinary one has to be used.

The rods operating the brakes run from the steering knuckle to the frame of the car, and to allow for the pivoting of the wheels, a flexible connection at the knuckles is necessary, as is also some means, where connection is made to the frame, to take care of the vertical motion of the axle. Rear-wheel brakes do not require any special construction of this sort, and it is an easy matter to provide means that will insure equal pressure at the same time on each brake, but it is quite a different matter, and a very difficult one, to produce this same result on front-wheel brakes, owing to the necessity for flexible joints in the system of rods and levers.

While the brakes might get equal pressure when the wheels were in one position, a slight turn of the steering mechanism doubtless would upset this equality of pressure and thereby impair the efficiency of the braking and with positive and correct possibility of having the universal operating rods become stuck, thus interfering with the brakes. There is

also the ever-present steering problem to be solved.

The main points advanced in favor of front-wheel brakes are the elimination of skidding and accessibility gained. If their use does overcome skidding, this is a great point in their favor and would go far toward recommending their adoption. Accessibility is of minor importance as most rear-wheel brakes are fairly easy to adjust and take care of. Against these advantages may be placed the disadvantages of unnecessary duplication of torque members, complicated operating mechanism, the possibility of unequal braking pressure on each wheel, and the interference with positive steering should one of the universal operating rods become deranged and stuck, all of which are very serious objections.

It is readily seen that the advantages of front-wheel brakes are very much outweighed by the disadvantages, the nature of which is such as to make them very difficult to overcome successfully, so that several serious obstacles are presented against the general adoption of this type of brake. In short, the slight benefit or possible increase in efficiency of front-wheel brakes is not worth the added complications and other objections presented by their adoption. The rear-wheel brake is just as efficient as far as stopping the car is concerned, as the retarding effort of any brake is simply dependent upon its braking area, leverage, and facing material.

Explains Use Of The Muffler

The purpose of the muffler is to diminish the noise of the exhaust. The gas escapes from the exhaust valve at high pressure and strikes the car with disagreeable force unless it is silenced. It is necessary to reduce the pressure from each explosion and to allow the gas to escape so that much of its force is dissipated. The gas then passes out quietly with only a slight pulsation or throbbing.

The methods are very simple. A gas passing through an ordinary pipe would be slowed down and spread out. But this arrangement would require too long a pipe. So baffle-plates are used to make the gas turn corners and force its way through small holes in the plates. In some mufflers the gas enters an expansion chamber. All this time it is losing heat and so contracting, thus it slows down more and more. The final effects is to have the gas issue from the muffler in a steady, quiet manner.

The care of the muffler is to leave it alone until it becomes clogged. It does its work without any attention. The only time we think of it is when we wish to find out if the engine is missing explosions. Then we cut the muffler and listen to the sound of the exhaust. Do this cautiously on the road, as there are laws against it in many localities. If the sound of

the exhaust is not sufficiently loud it may be increased by retarding the spark and opening the throttle part way. The sound of each cylinder will then be brought out distinctly and any weakness will be noticed immediately.

About the only trouble to which the muffler is subject is that it becomes clogged with soot. This may be caused by too rich a mixture from the carburetor, indicated by black smoke from the exhaust. Or it may be caused by oil working up on top of the pistons, giving the bluish-white smoke characteristic of too much lubricant. Another cause is where the carbon has been scraped loose from the cylinder, but allowed to fall on the piston. This is carried into the muffler and so helps to clog. In order to clean, it must be taken apart and all the carbon deposits removed. If the small holes are closed with soot they must be reamed out with a three-cornered file or bearing scraper. The parts are then reassembled carefully and replaced on the car.

It is easy to tell if the muffler is clogged where there is a cut-out. Run the machine up a fairly steep hill. If the car speeds up with the cut-out open it shows that the muffler is clogged. A well-designed silencer should not cut down the power of the engine more than 3 percent.



LIGHTING & STARTING

Touch the Switch and you have a luxurious abundance of light that dispels the darkest night. Press the pedal, and the engine starts under its own power.

COMFORT IN STARTING SAFETY IN DRIVING
IMMUNITY FROM RISKS ON TREACHEROUS ROADS.

Full particulars from any high-class garage or from the makers. **C.A. Vandervell & Co. Ltd.** ALTON, LONDON, ENGL.

Insure Your Motor-Car



with the

Java Sea and Fire Insurance Company

80 Kinkling Road; Tel. 70

LIBERAL CONDITIONS AND MODERATE RATES

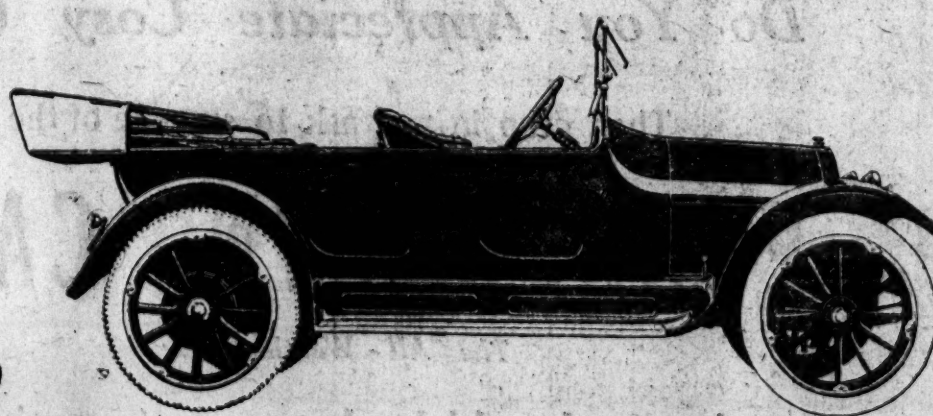
Our Deliveries Are Keeping Pace With Our Sales

fortunately, notwithstanding the difficulty of arranging shipment on the other side. We thus have pleasure in announcing that during the last few days we have received another shipment of

Overland
TRADE MARK REG.

**Model 90 and
Country Club**

THOSE SMART, LUXURIOUS AND ECONOMICAL CARS



We have also received two

**WILLYS-
KNIGHT**

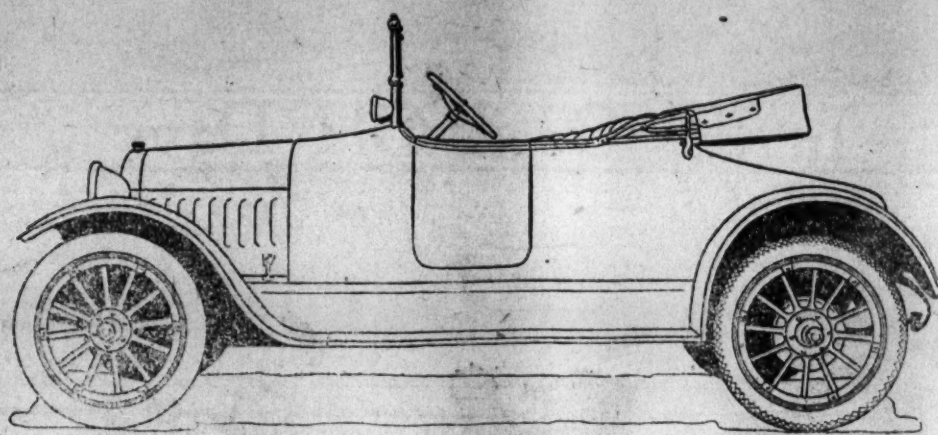
Eight-Cylinder Cars

Ask for a demonstration

THE CENTRAL GARAGE CO.

2A, Jinkee Road

Telephone: Central 3809



If You Want An INTER-STATE CAR

the car with a reputation for real value, real service, and real satisfaction to the owner, you should see us without delay. Although we can still supply you from stock, that stock will soon be sold, and we shall not be able to secure any more for some time to come, for the

INTER-STATE FACTORY

has been taken over by the

U.S. GOVERNMENT.

We have several of these beautiful cars in stock, including

**5-SEATER
TOURING CARS**

and

**4-SEATER
"CHUMMY ROADSTERS"**

and we shall be pleased to give you a demonstration at any time

Prices and full particulars on application to

THE SHANGHAI GARAGE CO.

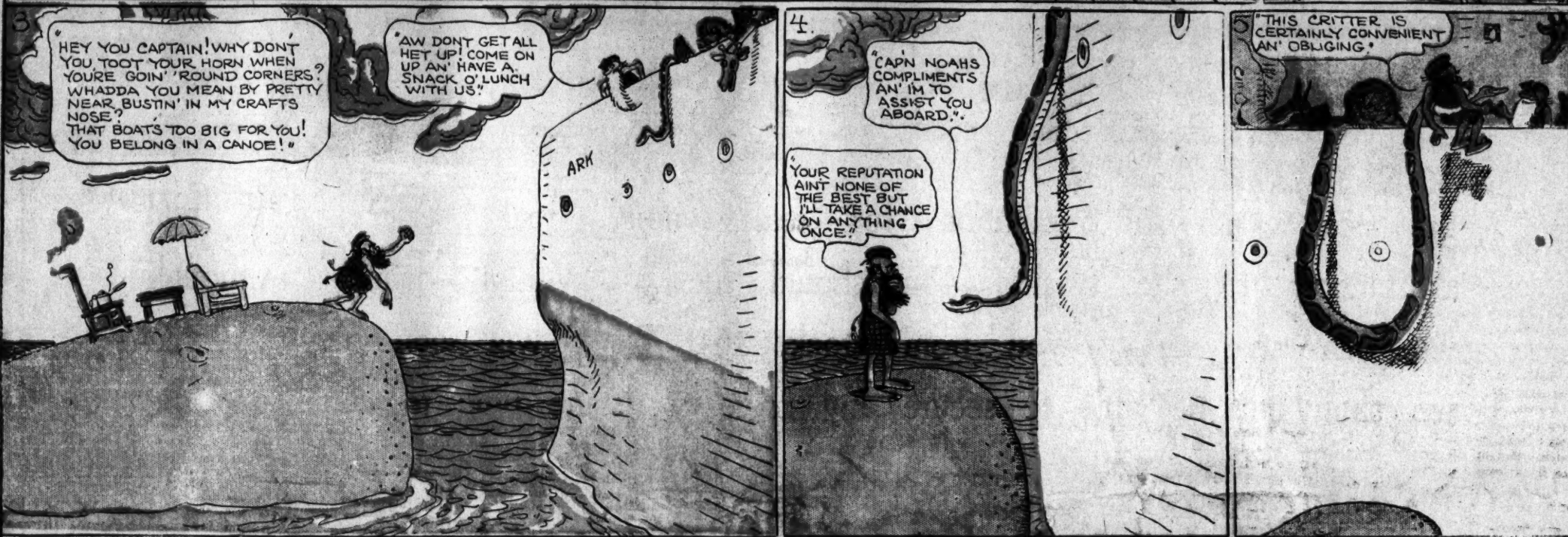
THE STAR GARAGE—THE EASTERN GARAGE

Phone West 197 and 131

Central 1159 and 2711



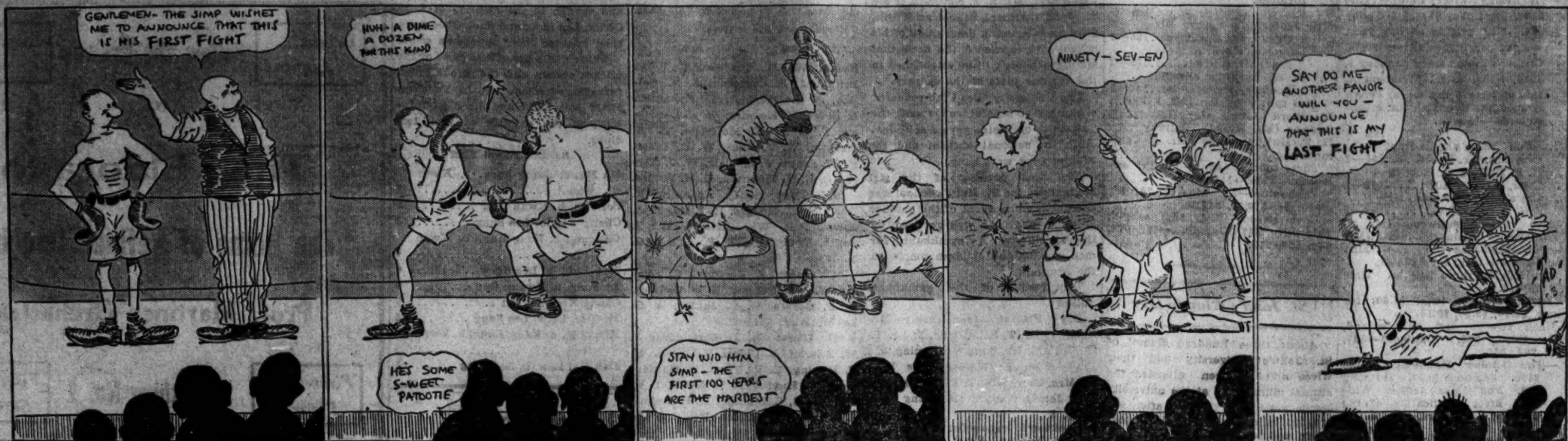
In the Good Old Days



SHANGHAI, SUNDAY, OCTOBER 13, 1918

He's All For Peace, Now, Like Some Other People

By Tad



Boy Under 12 Is Star In Cathedral School Sports

Young Whitham Gets Seven Firsts And Two Seconds In Annual Meeting

The Cathedral School held their annual sports on the Race Course yesterday afternoon and the meeting proved a tremendous success. Quite a big crowd turned up to see the youngsters and right well were they pleased by the prowess displayed.

The outstanding feature of the day was undoubtedly the brilliant performance of young Whitham, who is still under 12 years of age. He carried off seven firsts and two seconds. He was first in the hurdles under 12, first in the 100 yards under 14, first in the 100 yards under 12, first in the high jump under 14, first in the high jump under 12, first in the four-legged event, first in long jump under 12, second in the long jump under 14 and second in the 220 yards handicap. He is a splendidly built young boy and should develop into a fine all-round sportsman.

Lady de Saumarez gave away the prizes.

Results:
High Jump under 14—1 Whitham, 2 Judah, 3 Johnson, 4 ml.
High Jump open—1 Richard, 2 Penfold, 3 Parkin.
High Jump under 11—1 Michael, 2 Maitland III, 3 McCann.
High Jump under 8—Blechynden, 2 ml and Macdougall, dead heat.
High Jump under 9—1 Blechynden, 2 ml, 3 Macdougall.
High Jump under 10—1 Maitland III, 2 Aiers, 3 ml.
High Jump under 12—1 Whitham, 2 Hykes, 3 ml.

Long Jumps
Open—1 Penfold, 2 Tippin, 3 Richard, 4 ml.
Under 14—1 Starling, 2 Emanuel, 3 Whitham, dead heat.
Under 12—1 Whitham, 2 Maitland III, 3 Mace, 4 ml.
Under 11—1 Hykes, 2 Michael, 3 McCann, 4 ml.
Under 10—1 Maitland III, 2 Aiers, 3 Blechynden, 4 ml.
Under 9—1 Wheeler, 2 Blechynden, 3 ml.
Under 8—1 Bateman, 2 Wallace, 3 Thomas, 4 ml.

100 yards under 11—1 Michael, 2 McCann, 3 Hanburg.
100 yards open—1 Tippin, 2 Penfold, 3 Richard, 4 ml.
100 yards under 12—1 Whitham, 2 Hykes, 3 Maitland, 4 ml.
Hurdles over 12—1 Penfold, 2 Richard, 3 Macdonald.
100 yards under 8—1 Wheeler, 2 Blechynden, 3 ml, 3 Macdougall.
Slow Bicycle Race—1 Harris, 2 Aiers, 3 Mayer.
100 yards under 14—1 Whitham, 2 Starling, 3 Emanuel.
440 yards open—1 Tippin, 2 Richard, 3 Macdonald.
Boot and Shoe Race—1 McCann, 2 Michael, 3 Ortwin.
100 yards under 9—1 Brankston, 2 Bateman, 3 Macdougall.

Regatta Entries In

From the number of entries for the Autumn Regatta there will undoubtedly be some keen and closely contested races. The training of Griffin, Hong Four, S. V. C. and Fire Brigade Fours is going on both morning and evening. Besides these boats Mr. Graham will take out a Committee Eight this week. Mr. Graham will also see that the Club Eight is taken out. The crews will probably be picked from the following:

Committee "Eight": A. J. Jones, Kennet, Little, Olsen, Macdonald, Ashley, Gayde, Ericson, Jones, Jensen, Gordon.

Club "Eight": Bertie, Woodfield, Campbell, Haskell, Evans, Merrill, Stewart, Watson, Moore, Olsen.

The entry list closed on October 8 showed the following:

Griffin Tab Sculls: W. Moore, E. R. O'Brien, S. Agassiz.
Griffin Pairs: I. D. Macdonald, J. H. Johns, T. H. Core, J. J. Brooks, I. Zelenky, R. O'Brien, J. E. Henry, F. Henry, R. S. Haskell, P. S. Page, W. M. C. Woodfield, E. Mazi, C. Butland, F. R. Gabbott.
Griffin Fours: A. J. Grant, I. D. Macdonald, A. P. Goldman, J. H. Johns.

I. Zelenky, R. O'Brien, E. Mazi, J. E. Henry.
T. H. Core, R. S. K. Irvin, J. J. Brooks, W. J. Walte.
N. White, W. M. C. Woodfield, R. S. Haskell, P. S. Page.
C. Butland, F. Henry, F. R. Gabbott.

International Trial Fours: Great Britain, "The World".

S. V. C. versus Fire Brigade

Deluge Co. No. 4: A. D. Steward, J. J. Evans, H. F. Merrill, J. P. B. Jones.

American Co., S.V.C.: G. F. Ashley, E. A. Ericson, R. S. Haskell, V. Olsen.

Hong Fours

Ewo: D. Campbell, I. Zelenky, R. O'Brien, T. R. Macdonald, P. C. Mansfield.

S. M. P.: W. Moore, W. M. C. Woodfield, P. Page, N. White.

A. P. C.: C. Butland, A. J. Grant, A. W. Stubbs, H. P. B. Jones.

Club Fours: S. Agassiz, G. F. Ashley, V. Olsen, D. Campbell, L. Bertie, Wm. Moore, M. R. Gordon, T. R. Macdonald, B. G. Wilson, E. Brunsdort, F. H. Watson, R. W. Burton, F. S. Ward.

Messrs. Moore, Gordon and Macdonald will pick their crews from the above Monday evening at 7 o'clock.

It is to be hoped that all the competitors entered for the Autumn Regatta will avail themselves of the week-end arrangements which Mr. W. A. Richardson of the S. N. R. has so kindly agreed to make. If competitors have not been able to get to Heni to go over the course, they should not fail to do so on October 13 or 20. Those members desiring tiffin and tea are requested to sign the list at the Club House before 7 p.m. Friday.

Former Shanghai

Baseball Pitcher

Is Now An Aviator



Mr. J. Dillard Beck

Shanghai baseball fans will readily recall Mr. J. Dillard Beck, who is now an aviator with the United States forces. Mr. Beck was in China for the British-American Tobacco Co. for a number of years. He left the company and went home to get into the war shortly after the United States entered it. While out here, Mr. Beck made a great name for himself as a baseball pitcher. He had lots of speed, fine control and an excellent assortment of curves. The accompanying photo showing him in his uniform was recently received by Mr. E. O. Drake. There is no news as to whether Mr. Beck has gone across to Europe as yet, but his many local friends will join with us in hoping that he comes back an "Ace".

Shanghai Harriers Club

There was a good turn-out, including a number of new members, one of them a Nanyang College man, for the Shanghai Harriers Club paper chase yesterday. The start and finish was on Jansfield Road and the course—practically the same as will be used for the "Novice Championship"—lay for six miles through the country. Mr. Chan Chi-lan, former vice-president of the Chin Woo Athletic School has presented the Club with a handsome cup, for interschool and club competition.

Lawn Bowls Ends

The wind-up match of the Lawn Bowls season was played on the S.L.B.C. ground between teams captained by Messrs. Bisset and Bain. After a big struggle the former won by a margin of ten points, the scores being 194 to 184. Some 50 players disported themselves before a big crowd of spectators.

At the conclusion of the afternoon's sport, Sir Everard Fraser presented the prizes to the various winners. In his remarks regretting his absence from their games during the past season through work he said that from the look of the news the war might now be over in his life time.

Messrs. Gater, J. C. Thomson, J. E. Lucas and A. Samson were awarded the forks left by the Hongkong team for the biggest score in yesterday's games. R. C. Aikenhead won the championship cup, the runner up being G. L. Campbell. The Pairs were won by Messrs. Bisset and A. A. Malcolm and the Rinks by Messrs. A. Taylor, T. Harborne, H. H. Fowler and R. Simmons.

Mr. Bisset's team v. Mr. C. M. Bain's team. Mr. W. T. Bisset's team first:

Rink (1) A. Braid (skip), Capt. Milligan, W. Barbour, J. Gavey, 14 W. Gater (skip), J. C. Thomson, J. E. Lucas, Alex. Samson, 31.

Rink (2) A. Sharp (skip), C. E. Larsen, J. Tweedie, 17; T. Harborne (skip), H. S. Smyth, W. M. Calderwood, S. Chilver, 17.

Rink (3) W. T. Bisset (skip), P. Marshall, W. S. Campbell, Arch. Taylor, 31; C. M. Bain (skip), P. Epgrave, P. M. Scott, F. L. Marshall, 18.

Rink (4) B. Anderson (skip), P. H. Robinson, H. Townsend, C. Bloom, 10; J. J. Sheridan (skip), S. Green, J. C. McGavin, S. George, 22.

Rink (5) R. C. Aikenhead (skip), A. J. Forster, W. R. Kinnipie, M. E. Anderson, 17; J. A. Anderson (skip), J. B. Grant, D. MacGregor, W. Dutton, 18.

Rink (6) A. A. Malcolm (skip), S. Marks, T. Mason, W. Smith, 27; Alb. Taylor (skip), J. D. Games, J. R. Kinghorn, W. B. Pitt, 11.

Rink (7) G. McCallum (skip), D. Campbell, P. B. Critchley, W. Davies, 17; R. Simmons (skip), A. W. Dewhurst, Dr. Merrins, W. D. McCallum, 18.

Rink (8) J. Shaw (skip), J. Johnston, R. K. Hamilton, A. E. Hayward, 19; J. C. Macdougall (skip), J. Green, H. E. Peck, W. Ogden, 9.

Rink (9) G. McMurdo (skip), Capt. Jackson, T. Brownlie, R. Dorrance, 28; J. T. Disseldulf (skip), M. E. Reid, H. Landers, D. M. Graham, 17.

Rink (10) F. Ferrier (skip), G. A. Marshreen, W. B. Featherstonhaugh, J. E. Grant, 14; R. J. Bowerman (skip), H. de D. Farrant, N. David, J. D. Gordon, 20.

The totals are Mr. Bisset's team, 194; Mr. Bain's team, 184.

Mail Notices

MAILS CLOSE

For Japan:
Per N.Y.K. s.s. Satsbu M., Oct. 14
For U.S. Canada and Europe:
Per C.P.R. s.s. Montague, Oct. 13
Per C.M. s.s. Nanking, Oct. 27
MAILS DUE
From U.S. and Canada:
Per O.S.K. s.s. Chicago M., Oct. 14
Per T.K.K. s.s. Korea Maru Oct. 15

Sans Peur, Formosa Chief In Dead Heat In Steeplechase

Great Struggle Seen In Best Race Of Day At Kiangwan Meeting

Mr. Isaac Ezra, riding Triumph, equalled the Kiangwan track record for seven furlongs yesterday afternoon on the second day of the 47th International Recreation Club gymnkhana, when he brought the grey home half a length ahead of Homefield, Mr. H. E. Morris up, in the first race of the afternoon. The time was 1:47. It was one of the best races of the meeting and was won in the last 100 yards.

The Steeplechase was the best race of the day. Sans Peur, Mr. Rowe riding, and Formosa Chief, with Mr. Rowe up, ran a dead heat. Carrikerfugus, Mr. Hickling up, was next, many lengths behind. Mr. W. A. Brun was thrown from his pony in the stretch but was not hurt.

After his great attempt in the Steeplechase, Mr. Rowe came back in the next race, the Great Metropolitan Stakes, and won by a length on Standard Dahlia, beating King of the Diamond, Mr. Commons up, and Beaconsfield with Mr. Morris riding.

The second race brought a dash for second money between South Star, ridden by Mr. Heard, and Formosa, ridden by Mr. Hill, the former finishing second by a head.

Shenkoland.
Mr. Heard took the Village Selling Plate on Vivat, winning by four lengths. Kowloon and Formosa with Messrs. Springfield and Hill riding, respectively, were second and third.

Nursery Plate, bringing Tyrant home a length ahead of Mr. H. H. B. on Rochester, Dorrland, Mr. Burkill up, was third, three lengths behind.

Winsome Dahlia upset the dope in the October Handicap, paying \$102.60 for places after beating Sir Lamerock by half a length. Mr. H. E. Morris rode the winner.

Mr. Heard, after winning two races, rode Sir Lamerock to the second place. Wakefield, Mr. Burkill up, was third, but a length behind.

The final race brought a sterling finish between Bixhote, Rockand and Loofield, the ponies coming home in the order named. Messrs. Springfield, Rose and Morris were on the money horses.

Mr. Heard rode ponies to two firsts and two seconds; Mr. Morris, a first second and two thirds; Mr. Springfield, a first and second; Mr. Hill, a second and two thirds; Mr. Commons, a first and second; Mr. Rowe, a first and second; Mr. Rose, a second; and Mr. Hickling, a third.

1.—The Fulwell Plate.—Value \$300. 2nd pony \$100. 3rd pony \$50. For China ponies. Weight for inches as per scale. Winners at this meeting of one race 4 lbs. extra and two or more races, 7 lbs. extra. Maidens of 1918, allowed 7 lbs. Ponies that have started twice in flat races at this meeting and not been placed allowed 5 lbs. Allowances not accumulative.—Seven furlongs.

Mr. Ezra's grey Triumph, Mr. I. Ezra 155-1
Mr. H. E. Morris 158-2
Mr. U. Yih 155-3
Also ran: Rockand (Mr. Rowe), Loofield (Mr. Burkill), Bixhote (Mr. Springfield) and The Dean (Mr. Commons).

Half length; many lengths. Time—1:47, equalling track record. Parimutuel—for win, \$7.20; for place, \$5.40, \$6.10, \$6.90. Cash sweeps—first, 162; second, 632; third, 401. Unplaced—60, 347, 272.

2.—The Village Selling Plate.—Value \$400. 2nd pony \$100. 3rd pony \$50. For China ponies. Winner if entered to be sold for \$200, weight for inches as per scale: to be sold for \$100, allowed 5 lbs.; to be sold for \$50, allowed 10 lbs.—1 1/4 miles.

Mr. Fay's grey Vivat, Mr. Heard 152-1
B. D. Kaptey's grey

KONZENCHIAO TO ZAHKOU				KIANGSHOO BRANCH LINE.						ZAHKOU TO KONZENCHIAO				
Konzenchiao	dep.	6 00	8 25	11 25	14 00	15 55	18 35	Z.hkou	dep.	7 00	10 10	12 25	14 55	17 20
Kenshangmun	dep.	6 15	8 50	11 40	14 15	16 15	18 50	Hangchow	dep.	7 25	10 40	12 45	14 55	17 10
Hangchow	dep.	6 27	9 15	11 52	14 24	16 30	19 00	Kenshangmun	dep.	7 37	10 57	12 57	15 12	17 50
Zahkou	arr.	6 46	9 40	12 10	14 24	16 55	19 00	Konzenchiao	arr.	7 50	11 10	13 10	15 25	18 20